

GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.

In This Number:

Dust Explosion Work of
Buro of Chemistry

B. F. Benson on Future Trading

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of Car

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Adjusting Production to Market
Requirements

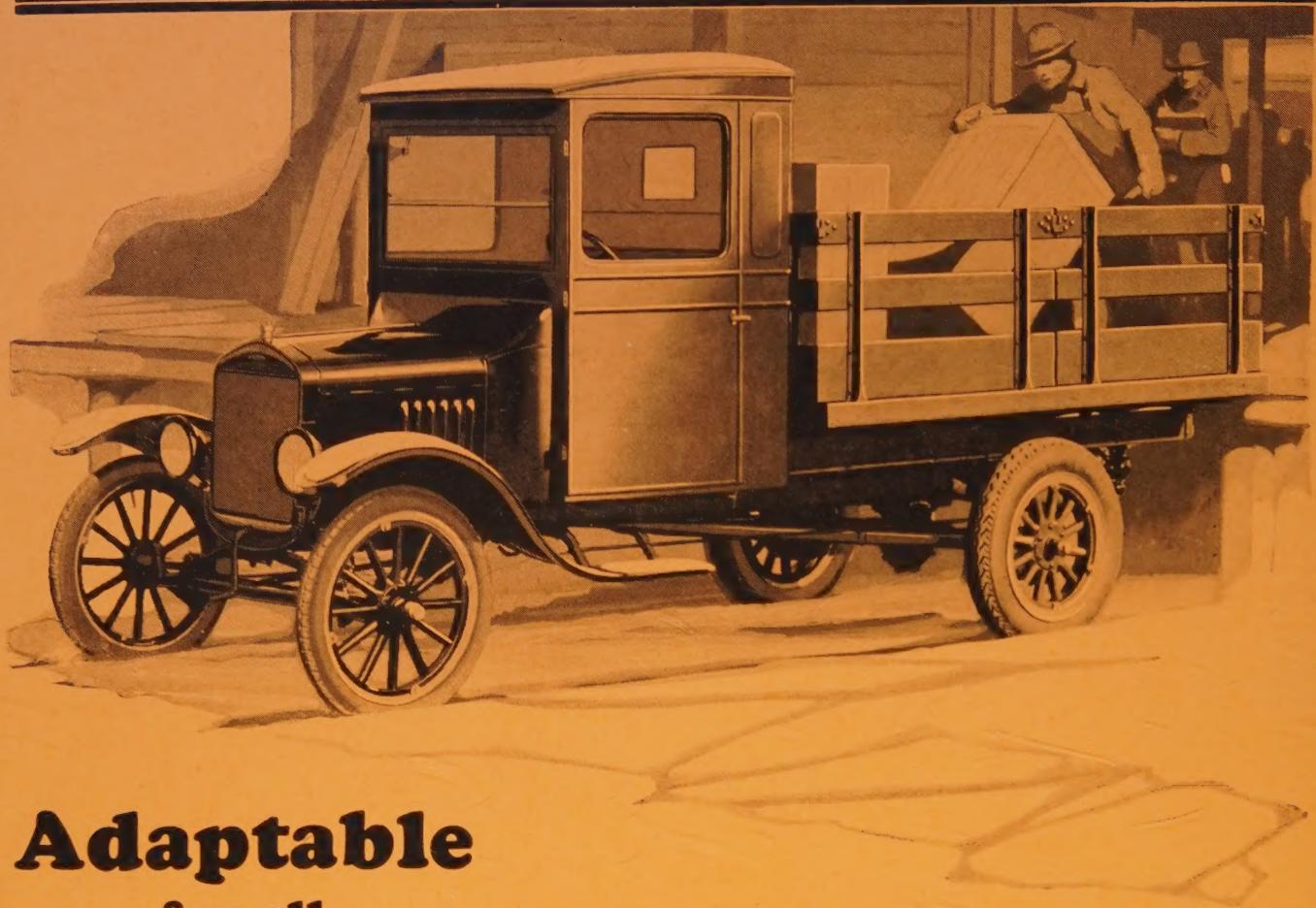
Why Railroad Service Has
Improved

Changes in Kansas City Board
of Trade Rules

South Dakota Farmers Elevator
Assn. at Aberdeen

Side Track Liability Invalidated
Secy. Jardine Shows up May Wheat





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HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

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Therrien, A. F., broker.

(Continued on next page.)

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In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Scannell Grain Co., E. M., grain and feed.
Stinnett Grain Co., grain merchants.*
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Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.

"We Ship What We Sell"
Powell & O'Rourke
 Grain Company
 Operating Brooklyn St. Elevator
 Buyers and Sellers of Corn
 846 Pierce Bldg. St. Louis
 "We Ship What We Sell"

RECEIVERS, SHIPPERS AND BROKERS

RICHARDSON BROS.
 Brokers
 Want Offers
 Grain - Flour - Mill Feed
 Delivered Philadelphia
 Either Export or Domestic
 The Bourse

CROWELL ELEVATOR COMPANY
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GRAIN
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The Sheets Elevator Co.
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 Cleveland, Ohio

E. P. BACON CO.
 Grain Commission Merchants
 Sellers of Cash Grain and
 Field Seeds on Consignment
 MILWAUKEE--CHICAGO--MINNEAPOLIS

E. H. BEER & CO., INC.
 Successors to
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Send Your Offerings to
JOSEPH A. ABEL
 GRAIN BROKER
 D4 Produce Exchange New York, N. Y.

L. W. FORBELL & CO.
 Strictly Commission Merchants
 Specialists in WHEAT, CORN, OATS
 Consignments Solicited
 340-342 Produce Exchange, NEW YORK, N. Y.

E. A. Grubbs Grain Co.
 BUYERS—SHIPPERS
 Wheat — Corn — Oats
 Established 1884
 Greenville, Ohio

Coffee Creek, Mont.—Enclosed find \$2 for annual subscription to the Grain Dealers Journal. I find it hard to get along without it and you can expect me to remain a subscriber as long as I remain in the grain business. I would miss it if it failed to come the middle and last of each month.—H. G. Renish, pres. Judith Basin Grain Co.

SULPHUR

Highest quality for bleaching grains. Guaranteed 99.5% pure and entirely free from arsenic. Quick shipment from mines or nearby stocks.

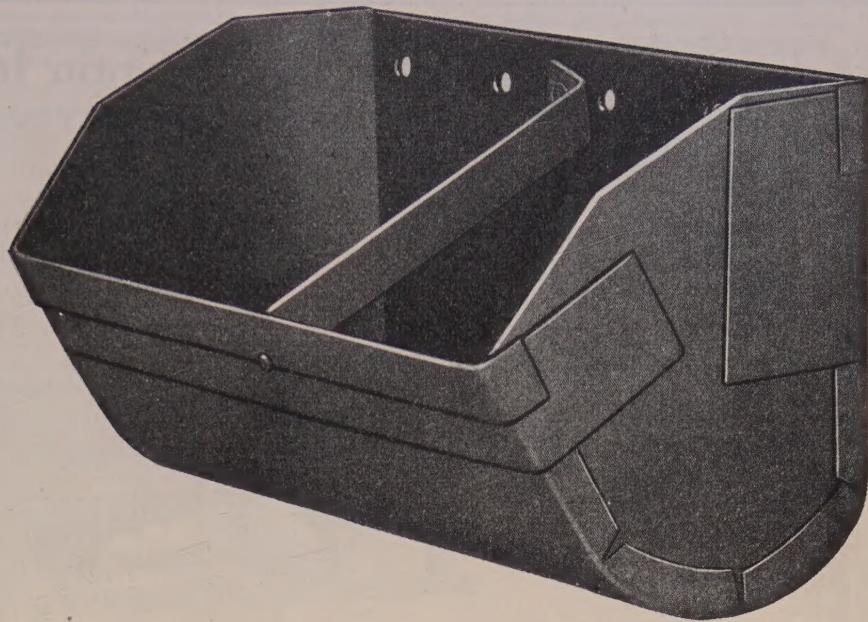
TEXAS GULF SULPHUR COMPANY

GENERAL OFFICES:
 41 E. 42nd St.
 New York
 N. Y.

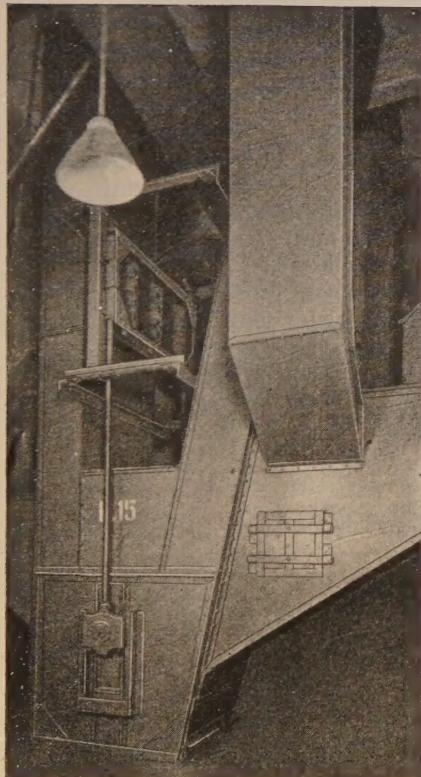
MINES:
 Gulf
 Matagorda County
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WESTERN REPRESENTATIVE:
 F. W. Lewis
 7 So. Dearborn St
 Chicago, Ill

Fairport Buckets



**on Your Elevator Legs
Will Give Increased Capacity**



BY equipping your elevator legs with Webster Fairport Elevator Buckets you can obtain increased capacity without increasing the speed.

The Fairport Bucket is of steel construction with all the laps spot welded. The front and back is reinforced by a steel band which adds stiffness and strength. Very durable in service and clean in handling and delivery of materials. Will give perfect discharge at either low or high speeds.

Let us tell you more about this elevator bucket. Made in sizes adaptable to both country and terminal elevators.

THE WEBSTER MFG. COMPANY

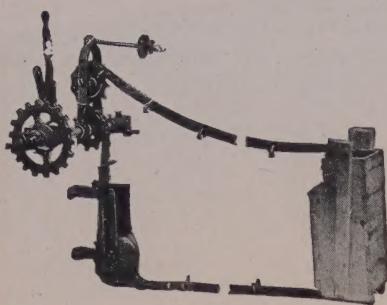
4500-4560 Cortland Street
CHICAGO

Webster-Brinkley Co., Seattle

Webster-Inglis, Ltd., Toronto

WEBSTER

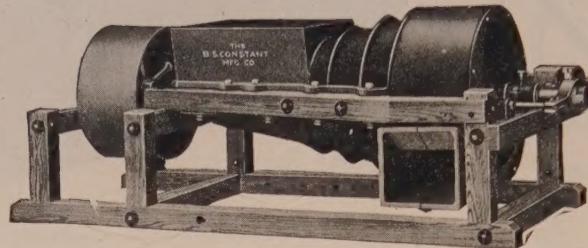
Manufacturers of Elevator Buckets Since 1876



Get Your Grain In—And The Farmer Out—in a Hurry. The Cost Is No More

Here is your combination for speed and insurance against the costly "Choke-up."

The U. S. Chain Conveyor and Feeder
The U. S. Pitless Corn Sheller
The U. S. "V" Type Elevator Bucket



The "V" bucket completes a U. S. Sheller installation by giving the increased elevating capacity required. Manufactured in all sizes with dies stamping the bucket at one operation from a single sheet of metal.

Priced accordingly.

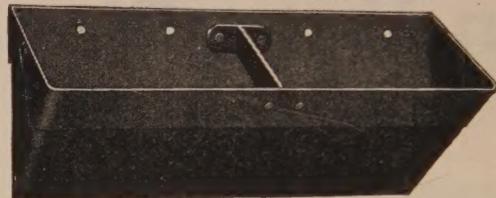
Statement by Owner

"The U. S. Sheller has devoured everything from cog wheels to 40 feet of drag chain and seems to like it. Leaves the cobs cleaner and in better size than other shellers we are operating."

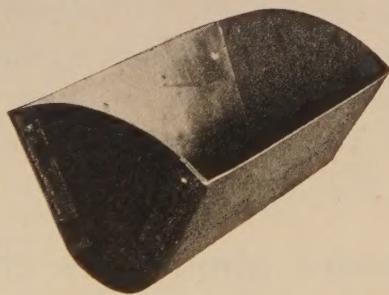
Constant XX Century Corporation

Manufacturers of Grain Elevator Equipment
and XXth Century Flour Mills.

BLOOMINGTON, ILL.



Increase the Capacity of Your Elevator



WELLER "SUPER - CAPACITY" ELEVATOR BUCKETS WILL DO IT

Perfect discharge at low or high speed.
Substantially constructed of heavy sheet metal.
Riveted at each corner. Spot welded on laps.
Reinforced with extra thickness of steel on the back.
High or extended sides prevent side spillage.



Send for Descriptive Circular and Price List

WELLER MFG. CO.

1820-1856 N. Kostner Ave.

CHICAGO

Railroad Claim Books

Our Improved Railroad Claim Books are designed especially to expedite the collection of grain, seeds and feed claims. They facilitate the filing, and contain spaces for all the necessary information in the order which assures the prompt attention of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

- " B—Loss in Market Value Due to Delay in Transit.
- " C—Loss in Quality Due to Delay in Transit.
- " D—Loss in Market Value Due to Delay in Furnishing Cars.
- " E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

The five forms are well bound in three books, as follows:

411-A contains 100 sets all Form A. Price, \$2.00

411-E contains 100 sets all Form E. Price, \$2.00

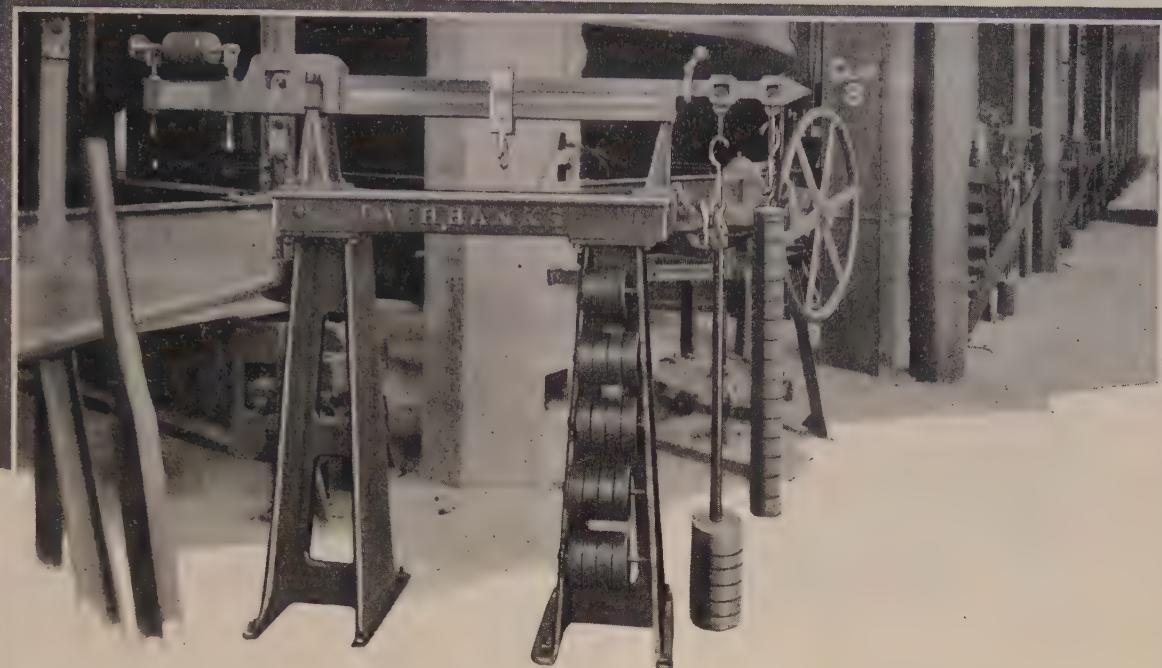
411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price, \$2.00.

Send all orders to

GRAIN DEALERS JOURNAL

309 South La Salle Street

CHICAGO, ILL.



12 Enormous Fairbanks Hopper Scales in the New 6,500,000 Bushel Santa Fe Elevator

A model elevator, this—an elevator where only the best was chosen—where ultimate economy, accuracy, speed and efficient handling were given first consideration.

And that is why Fairbanks Type "S" Hopper Scales were selected for the most vital phase of operation—*weighing*. The Fairbanks Battery is illustrated above. There are twelve 2500 bushel scales and two 500 bushel scales, all equipped with the most modern type of registering beams and with weight lifting devices to facilitate balancing.

So simple are the adjustments in

the lever mechanisms of these scales, that the entire battery was tested, inspected and accepted in the *record* period of 14 days from the time the installation was completed!

The elevator in which these scales are installed is known as Santa Fe elevator "A," and is located at Argentine, Kansas. It is simply one more outstanding addition to the long list of prominent elevators which have standardized upon the Fairbanks Type "S."

Basically, the principle employed in these scales is the same as embodied in the widely used Type "S" Railroad Track Scales that are being installed in ever increasing numbers.

FAIRBANKS SCALES

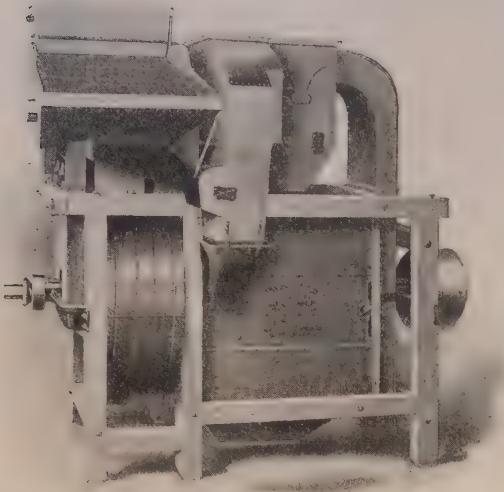
PREFERRED THE  WORLD OVER

New York
Broome and Lafayette Sts.

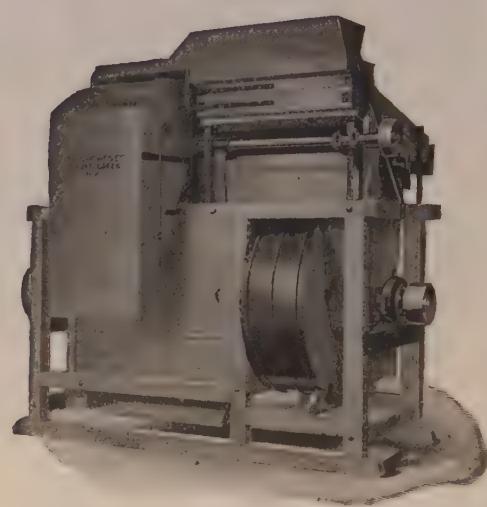
Chicago
900 S. Wabash Ave.



“Eureka” - “Invincible” Grain Cleaning Machinery



The “INVINCIBLE”



The “EUREKA”

In our Combined Lines of
OAT CLIPPERS

We offer three types:

Standard Wooden Construction
Armored or Steel Clad,
All Steel, Fireproof,

With or Without Ball Bearings

All “Eureka” - “Invincible” Machines Are Fully Guaranteed

Representatives:

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J. Q. Smythe, 3142 Bellefontaine St., Indianapolis, Ind.
F. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo.

Bert Eesley, Dwight Dill,
Box 363, 700 North Winnetka Ave.,
Fremont, O. Dallas, Tex.

Geo. S. Boss, Grand Hotel, New York City.
S. W. Watson, 123 Maplehurst Ave., Syracuse, N. Y.
W. M. Mentz, Sinks Grove, W. Va.

B. M. Estes, Strong-Scott M'f'g. Co.,
1429 Allston St., 413 So. Third St.,
Houston, Tex. Minneapolis, Minn.

S. HOWES CO., Inc.

INVINCIBLE GRAIN CLEANER CO.
SILVER CREEK, N.Y.

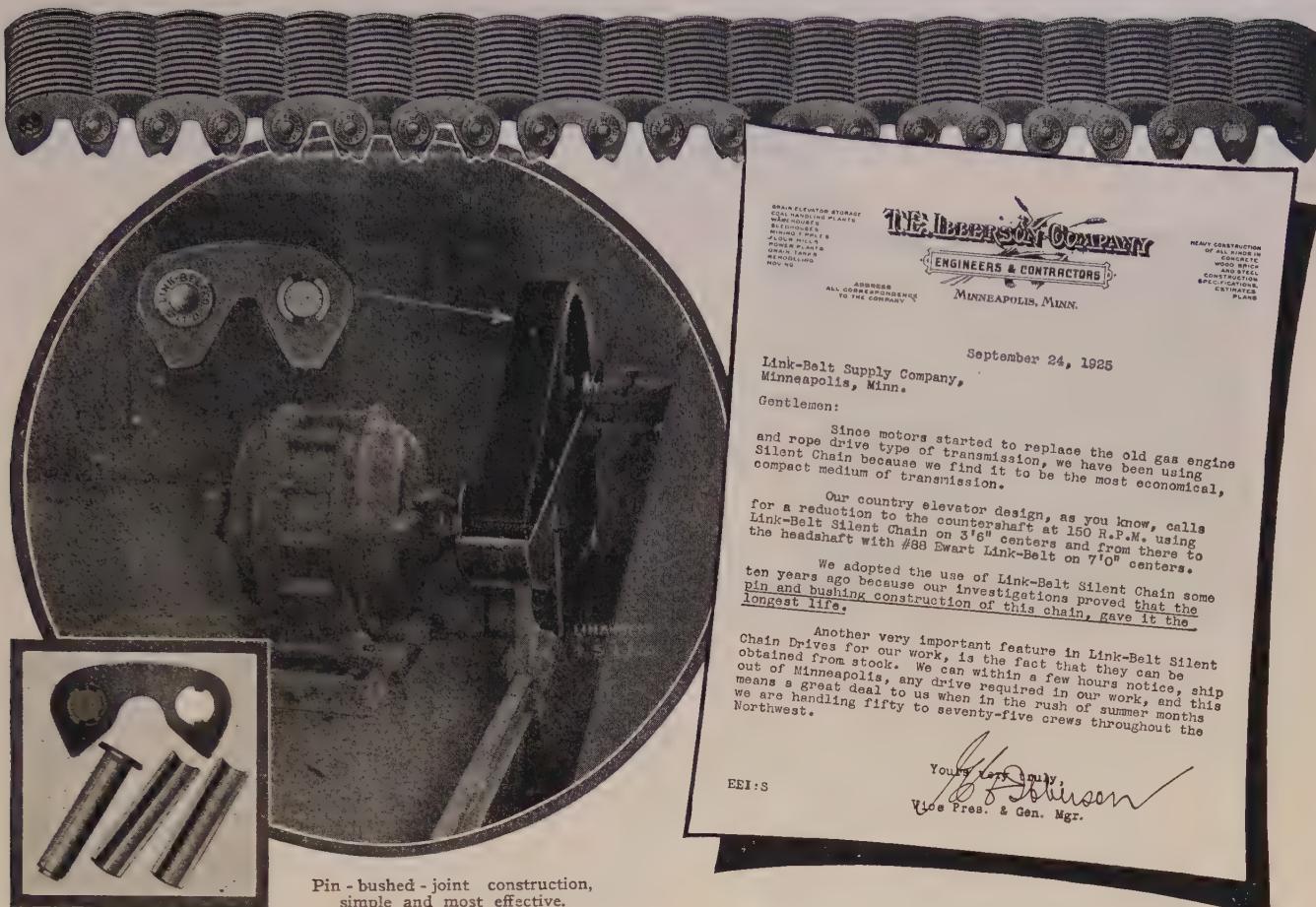
“EUREKA” - “INVINCIBLE”

GRAIN

CLEANING

MACHINERY





THE LIBBISON COMPANY
ENGINEERS & CONTRACTORS
MINNEAPOLIS, MINN.

HEAVY CONSTRUCTION
OF ALL KINDS IN
STEEL
WOOD BRICK
IRON
CONCRETE
STEEL
ESTIMATES
PLANS

September 24, 1925
Link-Belt Supply Company,
Minneapolis, Minn.

Gentlemen:

Since motors started to replace the old gas engine and rope drive type of transmission, we have been using Silent Chain because we find it to be the most economical, compact medium of transmission.

Our country elevator design, as you know, calls for a reduction to the countershaft at 150 R.P.M. using Link-Belt Silent Chain on 3 1/8" centers and from there to the headshaft with #88 Ewart Link-Belt on 7'0" centers.

We adopted the use of Link-Belt Silent Chain some ten years ago because our investigations proved that the pin and bushing construction of this chain, gave it the longest life.

Another very important feature in Link-Belt Silent Chain Drives for our work, is the fact that they can be obtained from stock. We can within a few hours notice, ship out of Minneapolis, any drive required in our work, and this means a great deal to us when in the rush of summer months we are handling fifty to seventy-five crews throughout the Northwest.

EEI:S

Young & Johnson
Vice Pres. & Gen. Mgr.

Its Pin and Bushing Construction Results in Long Chain Life

THE most important advantages of the Link-Belt Silent Chain Drive, next to its 98.2% efficiency (on actual test) and its prevention of excessive journal friction and dangerous sparking (as experienced with belt drives), is its unusual reliability and long life. These qualities are due largely to the Link-Belt pin-bushed-joint construction.

In the Link-Belt Silent Chain Joint each

case-hardened round steel pin rotates freely between two case-hardened curved steel bushings extending across the entire width of the chain, thus doubling the bearing surface and halving the bearing pressure on the joint.

It is this construction that permits the longest life, and maintains to the end the high initial efficiency. This is why users and leading engineers endorse it.

Send for Link-Belt Silent Chain Price List Data Book No. 125.

LINK-BELT COMPANY

2489

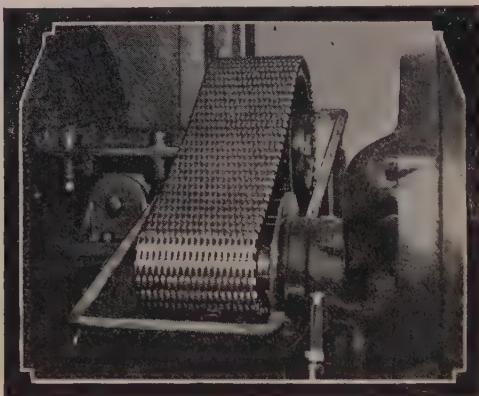
Leading Manufacturers of Elevating, Conveying and Power Transmission Machinery
PHILADELPHIA, 2045 Hunting Park Ave. CHICAGO, 300 W. Pershing Road INDIANAPOLIS, P. O. Box 85
Buffalo, 745 Ellicott Square. Cleveland, 329 Rockefeller Bldg. Kansas City, Room 436, 1002 Baltimore Ave.
St. Louis, 3638 Olive St. Minneapolis, Minn., Link-Belt Supply Co., 418 S. Third St.

LINK-BELT

Efficient Silent Chain Drives

Simplicity Plus 98% to 99% Efficiency

125 H. P. Beater Drive operating in Consolidated Water Power Paper Co., Wisconsin Rapids, Wisconsin.



Efficiency At Its Highest

No device is more efficient than American High Speed Chain. It is the "ball bearing" of power transmission. It is 98% to 99% efficient.

Your plant needs American High Speed Chain Drives just as machines of high efficiency need ball bearings. They save power, avoid practically all of the costly break-downs experienced with other forms of power transmission, and speed up production.

We now have a complete stock of chains and sprockets up to 10 H. P., and 7 to 1 reduction from which we can ship on less than 48 hours' notice. Ask for Catalog No. 105.

If you desire conclusive proof, try American High Speed Chains on some of the drives in your factory. They will sell themselves to you and soon you will have your whole plant equipped with them. Save power!

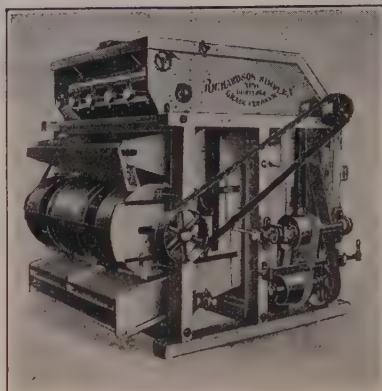
Write for Our Catalog

AMERICAN
HIGH SPEED CHAIN Co.
Indianapolis, Ind.

New York, 50 Church St.
Chicago, Monadnock Block



Simplicity Plus 98% to 99% Efficiency



THE RICHARDSON "Simplex" Cleaner and Separator

for use in country and terminal elevators, embodies every essential feature of any and all cleaners and separators, and has many additional features not to be found on any competitive machine.

Wm. Haack, Mgr. Farmers Co-op. Ele. Co., Litchville, N. D., says:

It does far the best work of any Cleaner I have ever seen, it has a large capacity and is a clean machine to work around, there is no dust and dirt coming from it out into the room making a dirty mess around the Cleaner and filling your lungs with dust and dirt, it is an entirely different machine from the dirty, dusty man-killing kind of Cleaners I have used before.

Let us tell you more about this cleaner.

RICHARDSON GRAIN SEPARATOR CO.
1179 15th Ave., S. E. Minneapolis, Minn.

Rid Your Premises of Rats and Mice Peerless Traps--Real Exterminators

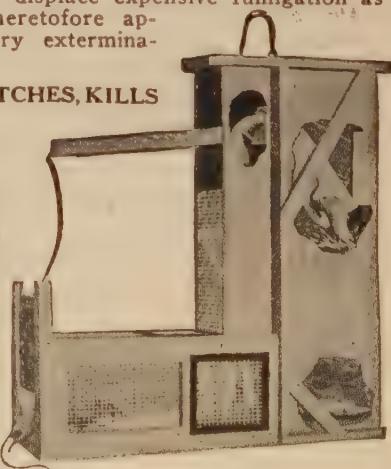
A positive method of wiping out rats and mice. Tried and tested under desperate conditions by mills, grain dealers, wholesale grocers, meat packers, large industrial institutions everywhere. Remarkable results. PEERLESS TRAPS displace expensive fumigation as the only method heretofore approaching satisfactory extermination.

SELF-SETTING, CATCHES, KILLS AUTOMATICALLY WIPE-OUT CAPACITY

Automatic in operation—self-setting. Both catcher and killer. Capacity unlimited. Single trap has caught and killed thirty in single night. Each rodent sets trap for follower.

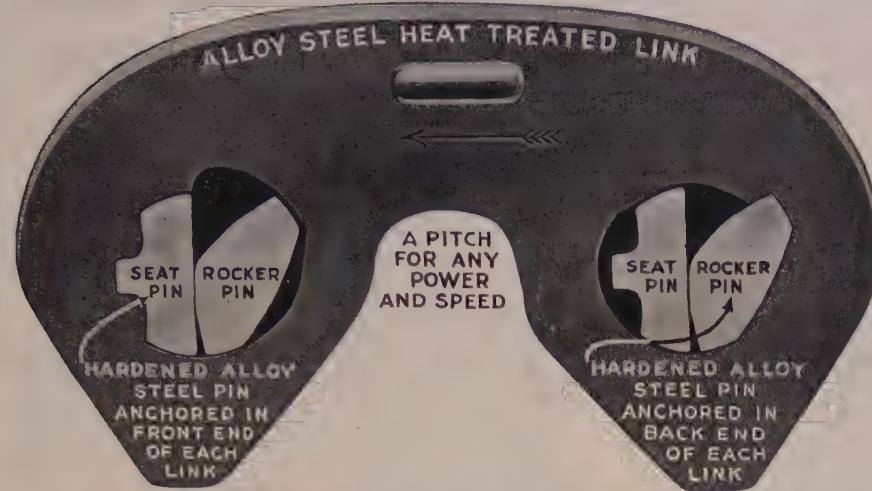
SEND POSTCARD
A postcard will bring you more complete particulars. Write today.

A. O. AUTOMATIC TRAP CO.
630 W. Jackson Blvd.
Chicago, Illinois



PROMINENT USERS

Postum Cereal Co.	Washburn Crosby
Sperry Flour Co.	Pillsbury Flour Mills
Majestic Milling Co.	National Biscuit Co.
Eagle Roller Mfg. Co.	Russell Miller Mfg. Co.
Loose Wiles Biscuit Co.	Grain Marketing Co.
Michigan Bean Company	Barber Mfg. Co.
	Albert Dickinson Co.

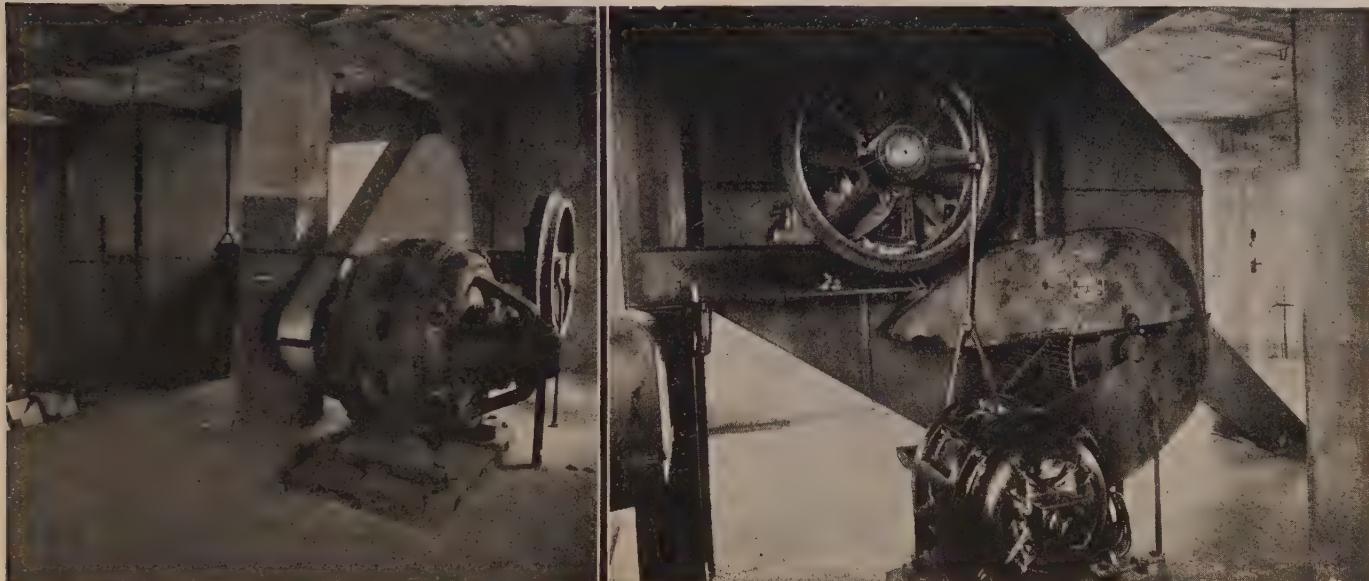


Stop, Study and Be Convinced

Note the broad bearing of the Rocker Pin on the Seat Pin when the chain is under tension.

Also the dovetailed anchorage of Seat Pin in the forward end of the link and similarly, the well defined anchorage of the Rocker Pin in the rear end of the link.

The clearance of the Rocker Pin in the forward end, and the Seat Pin in the rear end of the link prevent the loss of power due to unnecessary friction.



A Single Reduction—Morse Elevator Head Drive for moderate speed ratios

An Ideal Drive—Morse Silent Chain Drive on first reduction of a double reduction Elevator Head Drive

Remember

4—Perfect alignment is not necessary on a "MORSE" Silent Chain Drive if shafts are maintained in parallel planes. The small amount of slack in the drives acts as a jogging motion to relieve and reduce a choke in the leg.

5—A "MORSE" Single Reduction Silent Chain makes an ideal drive to elevator head for moderate horse power and not too large a speed ratio. A "MORSE" Double Reduction Silent Chain is ideal for large elevator head drives where elevator head runs around 30 R.P.M.

6—A little more money invested for the initial installation of moderate speed motors gives longer lived drives, and is fully repaid by the lower service cost per horse power hour during the life of the drive.

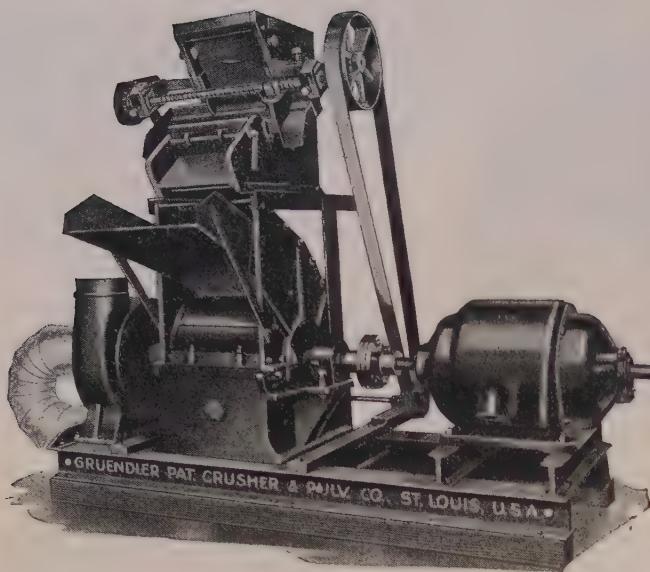
7—Ask your engineers to specify a large "MORSE" Double Reduction Silent Chain Drive on your large elevator heads, and a "MORSE" Single Reduction Silent Chain Drive on your small elevator heads and belt conveyors, and avoid worry on this part of your equipment.

Write for Bulletin No. 28, or consult with an experienced "MORSE" Silent Chain transmission engineer for further information.

Morse Chain Company, Ithaca, N. Y., U. S. A.

ATLANTA, GA. Earl F. Scott & Co., 702 Candler Bldg.
BALTIMORE, MD. 1402 Lexington Bldg.
BIRMINGHAM, ALA. Moore-Handley Hdwe. Co.
BOSTON, MASS. 141 Milk St.
CHARLOTTE, N. C. 404 Commercial Bank Bldg.
CHICAGO, ILL. 112 W. Adams St., Phone Central 6655
CLEVELAND, OHIO. 421 Engineers Bldg.
DENVER, COLO. 211 Ideal Bldg.
DETROIT, MICH. 7601 Central Ave.
LOUISVILLE, KY. E. D. Morton Co., 516 W. Main St.

MINNEAPOLIS, MINN. Strong-Scott Mfg. Co., 413 Third St.
NEW ORLEANS, LA. A. M. Lockett Co., 521 Baronne St.
NEW YORK CITY, N. Y. 50 Church St.
OMAHA, NEB. D. H. Braymer Equipment Co., 727 W. O. W. Bldg.
PHILADELPHIA, PA. 803 Peoples Bank Bldg.
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ST. LOUIS, MO. 2137 Railway Exchange Bldg.
SAN FRANCISCO, CALIF. 500 Montgomery St.
TORONTO, ONT., CANADA Strong-Scott Mfg. Co., 50 Front St. E.
WINNIPEG, MANITOBA, CAN. Strong-Scott Mfg. Co., Dufferin St.



You Don't Have to Pay a Penalty in Power and Price to Get Capacity and Fine Uniform Product.

Forget the idea that large capacity requires large, expensive machinery and power. The new GRUENDLER WHIRL BEATER and PEERLESS, light running, high speed feed grinders do the work at *one-half the power* formerly used, absolutely free from vibration by the use of a most scientific balancing method.

Latest Automatic Start Ball Bearing Motor takes less line current than limits set by National Electric Light Association and highly recommended by every Central Power Station.

Latest Magnetic or Pneumatic Metal Catcher, which is positive and "Fool Proof" reduces your insurance premium to a minimum.

Positive Automatic Feeding Prevents Overloading. Sturdy construction, built by skilled mechanics with long years of service, gives you the assurance of twenty-four hours' continuous duty, day in and day out.

→ **The GRUENDLER**
AMERICA'S MOST FAMOUS FEED MILL
(Ask the Elevator Operator Who Runs One)

We are eager to have you prove all the GRUENDLER is claimed for, then you will know what has come to be the trade mark in every Elevator Operator's mind.

Write us for cost and figures

Gruendler Patent Crusher & Pulverizer Co.
948 North First St., St. Louis, Mo.

The "HALSTED"
HAS NO EQUAL



No Seal Rings
Scientific

Positive Feed
Economical
Wick Oiler Bearings

Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives **FOUR** cutting edges.

Highest efficiency at the smallest expense.

THE ENGELBERG HULLER CO.

Incorporated

SYRACUSE, N. Y., U. S. A.

"JAY BEE"
J. B. SEDBERRY
Standard Direct Connected
Crusher • Grinder • Pulverizer

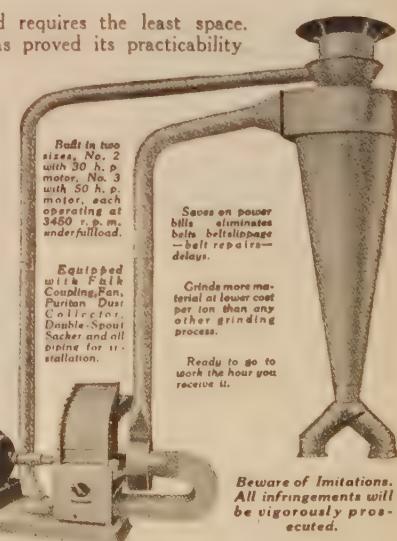
Alone in Grinding Capacity and Low Cost of Operation!

"Jay Bee" Direct Connected requires the least space. Its 3450 R. P. M. motor has proved its practicability.

Direct operation of motor eliminates belt cost. Motor and mill mounted on same substantial iron base assuring you perfect alignment and absence of vibration.

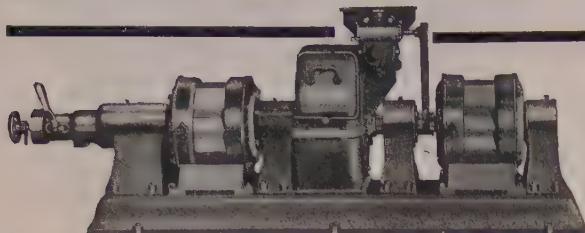
"Jay Bee" units are complete, compact and automatic in every respect. Feeding, grinding, relieving mill of finished product is completed in one continuous operation.

Eliminates the use of auxiliary conveying equipment. Write for full descriptive literature.



J. B. Sedberry, Inc. 132 Hickory Street
UTICA, N. Y.

WHY RISK GRINDING PROFITS?



When you invest in a feed grinder you put too much at stake to risk anything less than complete satisfaction.

The only way to be sure is to buy a

Monarch Ball Bearing Attrition Mill

Monarchs are absolutely dependable and grind every kind of grain exceedingly fine. They are the produce of accumulated experience in designing, building and installing thousands of Monarchs in mills, feed plants and elevators.

Our booklet I-10 describes this most dependable of feed grinders in detail. Write for it now.

SPROUT, WALDRON & COMPANY, 1202 Sherman St., Muncy, Pa.

Chicago Office:
9 S. Clinton St.

Kansas City Office:
612 New England Bldg.

San Francisco Office:
726 Harrison St.



The Monarch Mill Builders

UNIVERSAL Grain Code

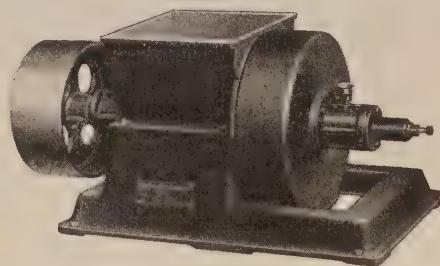
Designed especially to reduce telegraph tolls, to prevent expensive errors and to protect the business of grain dealers and millers. Its 150 pages contain 14,910 code words and no two spelled near enough alike to cause an error. Includes Supplement of code words for the new Federal wheat, corn and oats grades.

Code is 4 $\frac{5}{8}$ x7 inches, printed on policy bond, bound in black flexible leather. Price \$3.00.

You can greatly reduce your telegraph tolls by using the Universal. Try it.

Grain Dealers Journal
309 So. La Salle St. Chicago, Ill.

DREADNAUGHT EAR CORN CRUSHER



SUPERIOR CONSTRUCTION

Compare the Dreadnaught Crusher with the old style upright machine! The complicated machinery and poorly fitting parts of the latter inevitably result in lost power, uneven product, and high cost of operation. A glance will tell you the superiority of the Dreadnaught, and a trial will prove it.

WRITE FOR BULLETIN D.

BRYANT ENGINEERING COMPANY
PORT HURON, MICHIGAN

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.



Sidney Corn Shellers

All Styles

The Standard for Years

High in Quality--Low in Price

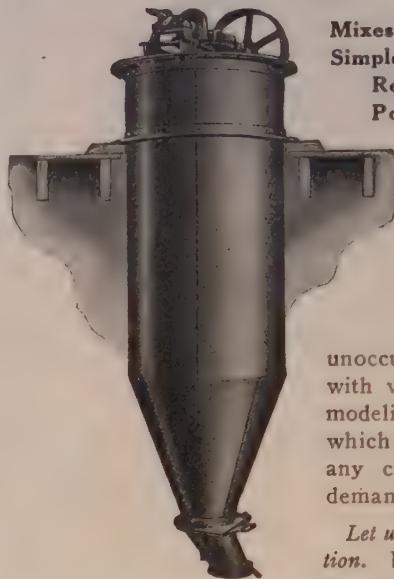
Also cleaners, heads, boots, drags, dumps, buckets and complete equipment for your elevator.

The Sidney Grain Machinery Co.

Sidney, Ohio

Successors to Philip Smith Mfg. Co.

UNIQUE VERTICAL BATCH MIXER



Mixes Quickly and Thoroughly
Simple to Install and Operate
Requires Little Power
Positively Cleans Itself

Here is a feed mixer that will efficiently and economically turn out well mixed soft dairy feeds and scratch grains for poultry—one that can be placed in any unoccupied corner of your plant with very little expense for remodeling or installing; and which is always ready to mix any class of feed your trade demands.

Let us send you complete information. Write for Bulletin No. 32.

ROBINSON MFG. CO.

42 Robinson Bldg. Muncy, Penna.

CHICAGO OFFICE—111 W. JACKSON BLVD.

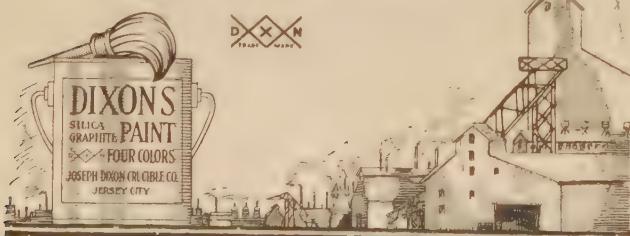
DIXON'S SILICA GRAPHITE PAINT

is immune from attacks by acids, alkalies, gases and fumes. Impervious to water and not affected by heat or cold. It dries into a smooth elastic surface and lasts for surprisingly long periods of time, records running from 5 to 15 years on various metal and wood surfaces.

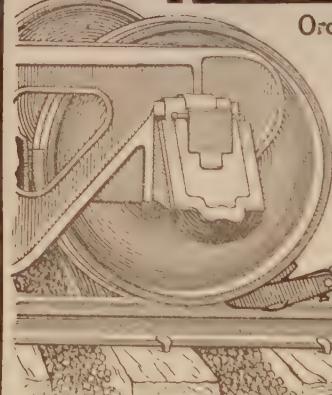
Dixon's is a paint in which the flake graphite and silica are naturally and not artificially combined, and this feature is essential to long life, efficient surface protection, elasticity and resistance to dampness.

Write for Booklet No. 15b, and see how to lower your paint costs.

JOSEPH DIXON CRUCIBLE CO.
Jersey City, N. J. Established 1827



A CAR-MOVER WITH THE "PUSH"



Order one on 30 days' FREE TRIAL. Freight both ways paid by us if you don't find it worth the price and then some.

Get it from your dealer

The New Badger
ADVANCE Car-Mover Co.
Appleton, Wis.

Look for the word
"New Badger" -- it
identifies our product

Record of Cars Shipped

This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, may be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9 1/2 x 12 inches, and contains 160 pages of ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2320 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$3.00.

GRAIN DEALERS JOURNAL

309 So. La Salle St.

Chicago, Ill.

Rugged

THIS one word means more to you in terms of power savings, satisfactory, continuous operation and long life than volumes of technical description.

Dodge engineers have placed their unqualified approval on the Timken Tapered Roller Bearing as incorporated in Dodge-Timken Industrial applications because long and severe tests have proved its ability to stand up under continuous punishment.

The Dodge-Timken Roller Bearing Unit Mounting applied to Oneida Steel Tight and Loose Pulleys

The Dodge Ball and Socket Drop Hanger with Dodge-Timken Roller Hanger Bearing

Dodge-Timken Unit Mountings as applied to the Yates 281 Rip Saw

The Dodge-Timken Ball and Socket Roller Bearing Pillow Block

DODGE
TIMKEN

POWER TRANSMITTING - ELEVATING - CONVEYING & SPECIAL MACHINERY

Applying the Roller Bearing to INDUSTRIAL DEMANDS

THE endorsement of the Timken Tapered Roller Bearing for industrial applications by Dodge engineers followed the result of years of study of various types of low friction bearings under the severe conditions imposed by power transmitting and industrial service.

The Dodge-Timken Roller Hanger Bearing, which has proved every original claim in America's leading industrial plants, was followed by the Dodge-Timken Roller Bearing Pillow Block and

the Dodge-Timken Tight and Loose Pulley.

The Dodge-Timken Standardized Unit Mountings for built-in applications to duplicate machinery is a further logical step in the development of a complete line of standardized low friction industrial bearings. The unit mounting permits the use of Timken Tapered Roller Bearings in duplicate machinery at a minimum engineering and production cost.

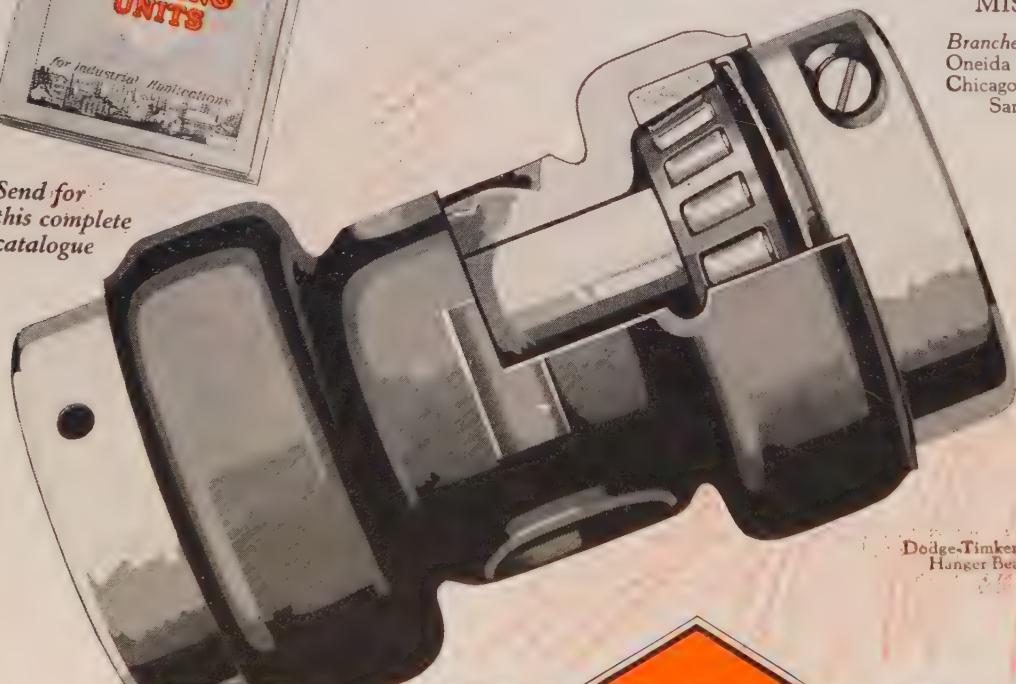
Every Dodge-Timken product is characterized by the ruggedness that means continuous power savings, trouble-free operation and long life.

DODGE MANUFACTURING CORPORATION
MISHAWAKA, INDIANA

Branches: Boston New York Newark
Oneida Philadelphia Pittsburgh Cincinnati
Chicago St. Louis Minneapolis Seattle
San Francisco Houston Atlanta



Send for
this complete
catalogue



DODGE
TIMKEN

CONVEYING AND SPECIAL MACHINERY

GRAIN ELEVATOR BUILDERS

THE VALUE OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

L. D. Rosenbauer, Pres.
H. P. Roberts, V. Pres.

L. W. Ledgerwood, Sec.
A. E. Owen, Supt. Cons.

Southwestern Engineering Company

Designers and Builders of
MODERN MILLS,
ELEVATORS and
INDUSTRIAL PLANTS
SPRINGFIELD, MO.

A. F. ROBERTS
ERECTS
FURNISHES

ELEVATORS
CORN MILLS
WAREHOUSES

PLANS
ESTIMATES
MACHINERY

SABETHA KANSAS

J. E. STEVENS
53 Devonshire St. Boston, Mass.
Designer and Builder of
MODERN GRAIN ELEVATORS

RELIANCE Construction Co.

Board of Trade
Indianapolis, Ind.

Designers and Constructors
of the better class of grain
elevators—concrete or wood.

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* pre-
sents only reputable concerns.

YOUNGLOVE CONSTRUCTION CO.

Grain Elevators, Transfer Houses
and Coal Pockets
Wood or Concrete

Concrete Pits that ARE Waterproof

418 Iowa Building - Sioux City, Iowa

C. T. Stevens

Stevens Engineering & Construction Co., Incorporated
Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
319 BUDER BUILDING ST. LOUIS, MISSOURI

C. B. Barutio

There is no better time to adver-
tise than the present. Better
start before your competitor.
Write the JOURNAL today.

CRAMER BUILT
is the mark designating the best in Grain
Elevator Construction at normal prices
W. H. Cramer Construction Co.
NORTH PLATTE, NEBR.
Plans and Specifications Furnished

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

★★★
★ The Star Engineering ★
Company
Specialists in
Grain Elevator Construction
Our elevators stand every test,
Appearance, Strength, Durabil-
ity and Economy of Operation.
Estimates and information promptly furnished

★★★ Wichita, Kansas ★★★

WANT A JOB?
Advertise in the "Situation Wanted"
columns of the Grain Dealers Journal.

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

GEO. A. SAATHOFF
CONTRACTOR and
ELEVATOR BUILDER
Mayer Hotel Peoria, Illinois

HORNER & WYATT
Designers of
Flour Mills and Grain Elevators,
Warehouses, Power Plants and
Industrial Buildings.
Preliminary Sketches and Estimates,
Valuations and Reports.
New Board of Trade, Kansas City, Mo.

For elevator and mill supplies we
issue a net price catalog. If in
the market write us for one.
WHITE ★ STAR ★ CO.
WICHITA, KANSAS

GRAIN and COAL ELEVATORS
T. E. IBBERSON CO.
CONTRACTING ENGINEERS
MINNEAPOLIS, MINN.

SOME GRAIN DEALERS have realized a fortune from the offerings others overlooked. Our advertising
pages as well as our reading matter columns present real opportunities to alert
readers. Better keep your eyes open and look around as the entire contents of the Journal are prepared especially for you.



One of a
Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.
The Grain Growers' Grain Company, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William Ont., Duluth, Minn., Minneapolis, Minn.

First Unit Municipal Terminals,
City of Norfolk, Virginia, U. S. A.



This work consists of a modern concrete grain elevator, piers, warehouses, slips and wharves, costing approximately \$5,000,000. It is being constructed in accordance with the plans and specifications and under the engineering supervision of

Folwell-Ahlskog Co.

Engineers and Constructors

Chicago, Illinois, U. S. A.

Operated by
The Eastern Grain,
Millard Elevator
Corporation



Concrete-Central
Elevator, Buffalo, N.Y.
Capacity
4,500,000 Bushels

Designed and Built by

Monarch Engineering Company
Buffalo, N. Y.

Capacity
5,000,000
Bushels



Equipped with
Four Stewart
Link-Belt
Grain Car
Unloaders

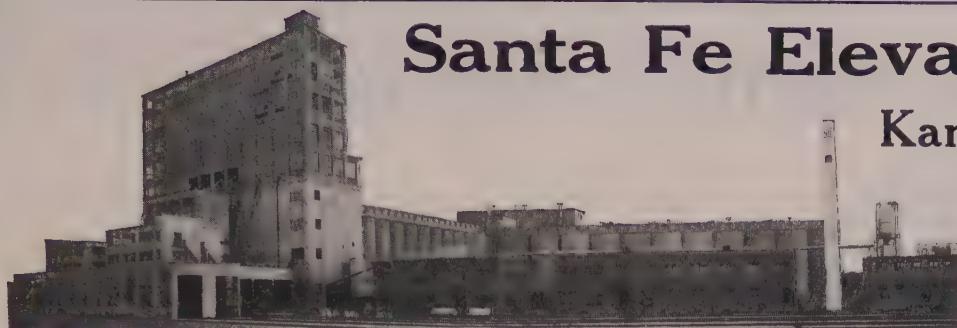
The Northern Central Elevator, Baltimore—The Most Modern Elevator in the World

Designed and Constructed by
James Stewart and Company, Inc.

Grain Elevator Dept., W. R. Sinks, Mgr.

Designers and Builders of GRAIN ELEVATORS in All Parts of the World

1210 Fisher Bldg., Chicago, Ill.



Santa Fe Elevator "A"

Kansas City, Kans.

Capacity
6,500,000 Bushels

John S. Metcalf Co.

Grain Elevator Engineers and Constructors

108 S. La Salle St., Chicago

54 St. Francois Xavier St., Montreal

837 W. Hastings St., Vancouver, B. C.

2,500,000 Bu. Terminal Grain Elevator

Designed for

The Philadelphia Grain Elevator Company

Port Richmond

BY

FEGLES CONSTRUCTION CO., Ltd.

ENGINEERS—CONTRACTORS

Minneapolis, Minn.

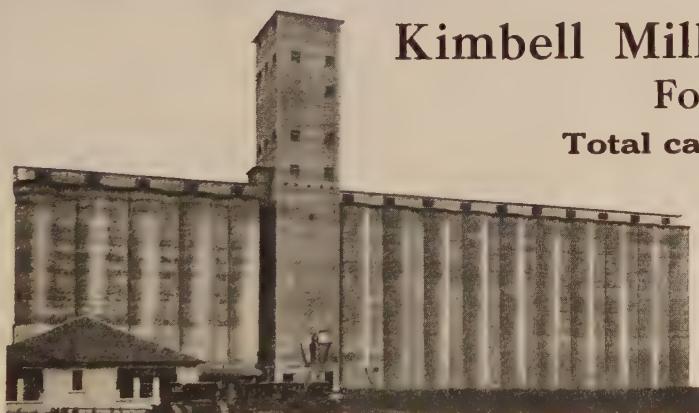
Fort William, Ont.



Kimbell Milling Company Elevator

Fort Worth, Texas

Total capacity 800,000 bushels



First unit including headhouse with 550,000 bus. storage completed 1924; second unit of 250,000 bus. storage completed early in 1925.

Designed and Built by

Jones-Hettelsater Construction Co.

Grain Elevators—Flour and Feed Mills

706 Mutual Bldg.

Kansas City, Mo.

WHY-A-LEAK--STOP IT

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

THE KENNEDY CAR LINER & BAG COMPANY

SHELBYVILLE, IND.

Canadian Factory at Woodstock, Ontario



Grain Mktg. Co.
Chicago
Northrup-King Co.
Minneapolis
Quaker Oats Co., 5
Plants
B. & O. Elevator
Baltimore
J. C. Hunt Grain Co.
Wichita Falls, Tex.
Santa Fe Elevators
Kansas City
Capitol Elevator
Duluth

We have equipped 75% of the terminal elevators built or equipped during the last 20 years in the U. S. and Canada. You can profit by this experience.

Write us for particulars.

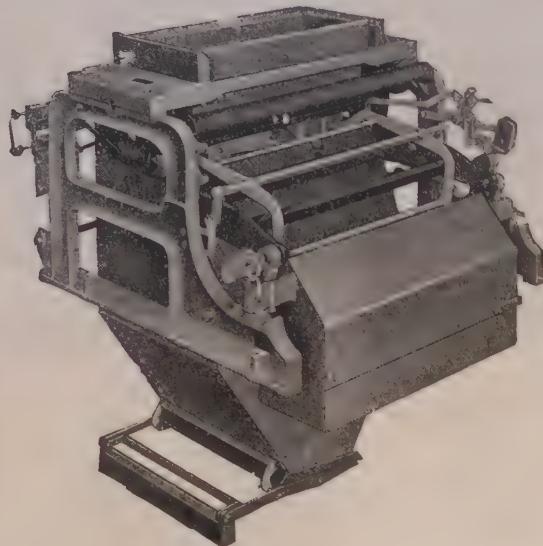
Cyclone Blow Pipe Co.

2542-52 W. 21st St.

Chicago, Ill.

1/54 of 1% ACCURATE!

OFFICIAL WEIGHTS!



The Richardson Automatic Grain Shipping Scale at St. Louis is weighing under official supervision and the results have been accurate within 1/54 of 1%! Nine carloads taken at random (729,000 lbs.) show an error of only 135 lbs.!

Install a RICHARDSON Fully-Automatic Scale in YOUR elevator. Thousands in use all over the country.

*Claims are paid
When Richardson-weighed*

RICHARDSON SCALE COMPANY CLIFTON, NEW JERSEY

Chicago

Omaha

Minneapolis

Wichita

Extensively used by U. S. Dept. of Agriculture, Federal and State Grain Inspection Departments, Grain Trade, etc.

Grain Testing and Arbitration Scale No. 5055

For determination of percentage of damaged kernels; foreign material other than dockage; wheat of other classes; acidity test of corn, etc.



No. 5055

TORSION BALANCE CO.

New York Chicago San Francisco

WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Lubricating System
Agricultural Gypsum	Magnetic Separator
Attrition Mill	Manlift
Bag Closing Machine	Moisture Tester
Bags and Burlap	Mustard Seed Separator
Bearings	Oat Bleachers and Purifiers
Belting	Oat Clipper
Bin Thermometer	Pneumatic Conveying Equipment
Boots	Portable Elevator
Buckets	Power { Oil Engine
Car Liners	Gas Engine
Car Loader	Motors
Car Mover	Power Shovel
Car Seals	Radio Equipment
Cipher Codes	Railroad Claim Books
Claim (R. R.) Collection	Rat or Weevil Exterminator
Clover Huller	Renewable Fuse
Coal Conveyor	Safety Steel Sash
Corn Cracker	Sample Envelopes
Conveying Machinery	Scales
Distributor	Scale Tickets
Dockage Tester	Scarfing Machine
Dump	Screw Conveyor
Dust Collector	Self-Contained Flour Mill
Dust Protector	Separator
Elevator Brushes	Sheller
Elevator Leg	{ Asbestos
Elevator Paint	Steel or Zinc
Feed Mill	Silent Chain Drive
Fire Barrels	Smut Remover
Fire Extinguishers	Speed Reduction Units
Friction Clutch	Spouting
Grain Cleaner	Storage Tanks
Grain Driers	Sulphur
Grain Tables	Testing Apparatus
Leg Backstop	Transmission Machinery
Lightning Rods	Transmission Rope

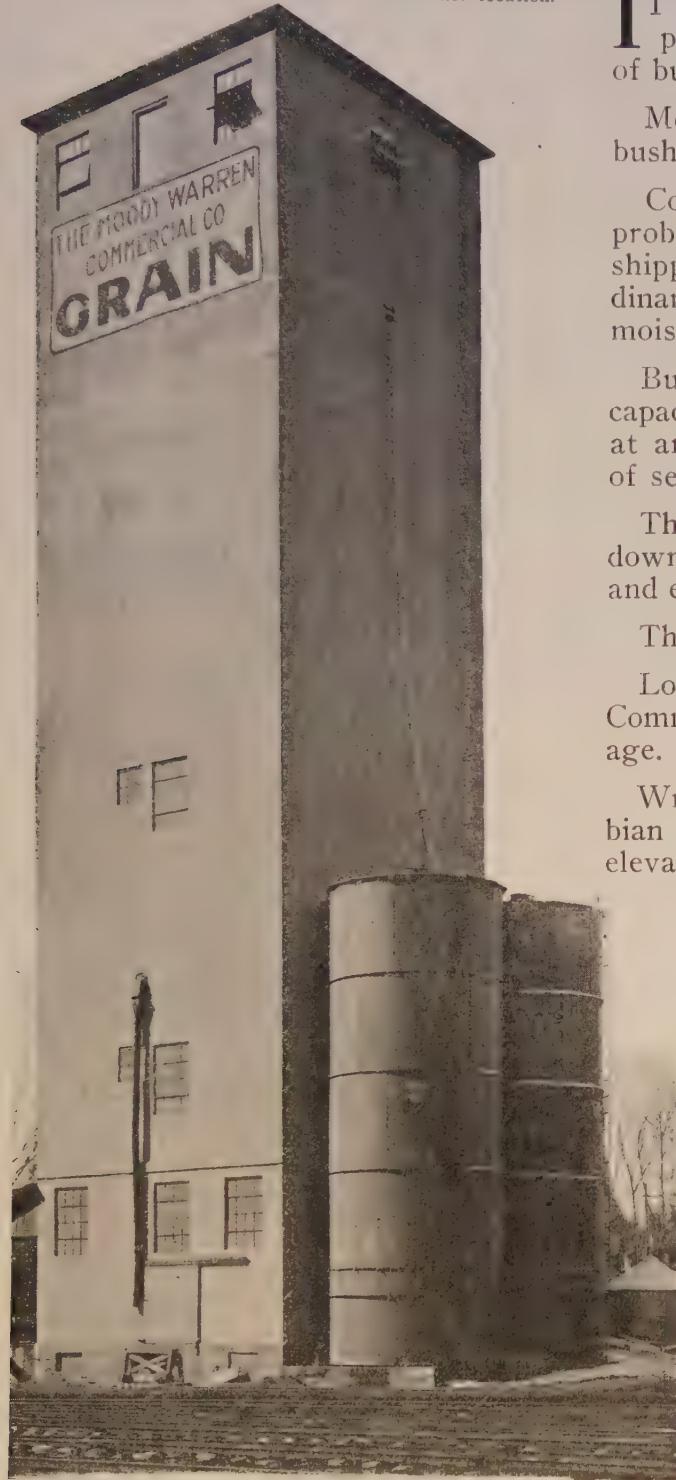
Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BURO

Grain Dealers Journal, 309 So. La Salle St., Chicago

Extra Storage--in a Hurry

Built in sections, the tanks below may be increased at will. Or, if necessary, they could be easily knocked down and re-erected on another location.



IT is a simple matter to increase mill or elevator capacity now, without the big expense and the delays of building.

More than that, it may be increased 2,000 or 20,000 bushels, or 50 or 60 thousand and up.

Columbian Bolted Grain Tanks have solved the problem of extra storage. Built in sections, they are shipped knocked down, and can be erected fast by ordinary mechanical labor. All steel, they are fireproof, moisture proof.

But probably their greatest feature is the way their capacity may be increased. Simply build them up—at any time—as high as desired, adding more rings of sections whenever necessary.

These adaptable tanks can, if necessary, be knocked down and re-erected on some other location, as sturdy and efficient as before.

Their cost is so low a few fillings pay for them.

Look over the two in use by the Moody-Warren Commercial Co., Ft. Collins, Colo., as auxiliary storage. This is a typical installation.

Write for complete details and quotation on Columbian Bolted Grain Tanks for the capacity your mill or elevator needs.

Rare Bargains in Used Tanks

4 Tanks—Capacity each, 4925 Bu.

13 ft. 10 in. diameter x 35 ft. 6 in. high. 2 lower rings No. 10 gauge—next 2 rings No. 12 gauge—top 4 rings No. 14 gauge. Roof No. 16 gauge. Inside ladder. All seams bolted with $\frac{3}{8}'' \times \frac{3}{4}''$ bolts on $1\frac{1}{4}''$ centers. Packing in seams. Weight, each, 9,300 lbs. Price, each, \$410.00, F. O. B., K. C.

4 Tanks—Capacity each, 2200 Bu.

12 ft. 8 in. diameter x 18 ft. 6 in. high. Lower 10 ft. No. 12 gauge—balance No. 14 gauge—No. 16 gauge roof. Inside ladder. All seams bolted with $\frac{3}{8}'' \times \frac{3}{4}''$ bolts on $1\frac{1}{4}''$ centers. Packing in seams. Weight, each, 4,300 lbs. Price, each, \$210.00 F. O. B., K. C.

2 Tanks—Capacity each, 1360 Bu.

10 ft. diameter x 18 ft. 6 in. high. Lower 10 ft. No. 12 gauge—balance No. 14 gauge—16 gauge roof. Inside ladder. All seams bolted with $\frac{3}{8}'' \times \frac{3}{4}''$ bolts on $1\frac{1}{4}''$ centers. Packing in seams. Weight, each, 3,300 lbs. Price, each, \$145.00 F. O. B., K. C.

Write, wire or 'phone

Shipment Same Day Order Is Received

COLUMBIAN STEEL TANK COMPANY

EST'D

1894

1405-1625 WEST 12TH STREET



KANSAS CITY, MISSOURI

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

NORTHERN IOWA—Two elevators for sale, doing good business. Address 55Y22, Grain Dealers Journal, Chicago, Ill.

IOWA—7,000 bu. elevator for sale, fully equipped with mill machinery. Good going business. Address Box 85, Randalia, Iowa.

NORTHERN INDIANA—10,000 bu. iron clad elevator for sale, nearly new, with feed house attached. Lock Box 241, LaGrange, Ind.

OHIO—12,000 bu. elevator for sale, private ground, electric power, side lines. Fine location. Address 55X12, Grain Dealers Journal, Chicago, Ill., for further particulars.

NEBRASKA—9,000 bu. capacity frame elevator at Lorton, Otoe County, Nebr., for sale. Side lines can be developed. Price \$2,000. Address F. A. Bartling, Nebraska City, Nebr.

INDIANA—Well located elevator for sale in good city of 10,000, in heart of best farming district in Indiana. Good reason for selling and low price. Address 53Q31, Grain Dealers Journal, Chicago, Illinois.

CENTRAL ILLINOIS—30,000 bu. cribbed elevator for sale, modern and in good repair. Come and look it over, a real bargain. Price \$6,500 cash. No trades considered. Address 55X9, Grain Dealers Journal, Chicago, Ill.

GRAIN AND ELEVATOR BUSINESS.

Thoroughly modern, fireproof Minneapolis 600,000 bu. grain elevator property, well located, excellent shipping facilities, good will and going business offered for sale. Attractive price. Cereal Products Co., Manitowoc, Wis.

HORTONVILLE, WIS.—10,000-bu. cribbed elevator, feed mill and large warehouse; electric power. Good going business, handle grain, flour, feeds, seeds, lime and cement. Excellent farming community, located on C. & N. W. Ry. Reason for selling, poor health. Address Peter Olk, owner, Hortonville, Wis.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale. This proves conclusively the value of a Journal Want-Ad."

PARKER, SOUTH DAKOTA—20,000-bu. modern elevator on Northwestern for sale at a sacrifice. Concrete basement under entire house. Equipped with automatic scale, cleaner, truck dump, etc. Town of 1,600, good schools, all churches, only 30 miles from Sioux Falls. Average normal receipts 250,000 bus. yearly. Address F. D. Hinrichs, Parker, So. Dak.

OHIO—One grain elevator and well equipped mixed feed manufacturing plant with a capacity of 40 tons of mixed feed per day for sale.

Also two modern coal silos built by Neff & Fry Co., with Godfrey unloading equipment, in first class condition. Also 8 other coal bins.

All buildings are on their own land and on the Penn. R. R. siding, with excellent shipping facilities.

We have a bumper corn crop this year and this is truly a remarkable opportunity. It is the only elevator and mixed feed plant in this community.

If interested write for fuller details and price which is an exceedingly low one. Address 55Y4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

SEVERAL GRAIN ELEVATORS for sale at small stations in Northern Illinois, also handling lumber, coal and other sidelines. Holcomb-Dutton Lumber Co., Sycamore, Ill.

SOMEBODY'S always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

CENTRAL ILLINOIS—20,000 bu. cribbed elevator for sale. Wabash R. R., with office, coal bins, etc. Plenty of grain to handle. Price \$8,500. Address 55T30, Grain Dealers Journal, Chicago, Illinois.

INDIANA—20,000 bu. grain elevator for sale; coal shed, large lumber shed, two good warehouses, carpenter shop, office with scales. Wish to retire from business. Communicate direct to Geo. C. Baker, Laketon, Ind.

NORTH CENTRAL KANSAS—Two houses on main line Rock Island for sale, having the best possible outlet to most markets, being in first class wheat, corn and alfalfa land. Reason for selling, old age. Address 55V2, Grain Dealers Journal, Chicago, Ill.

CENTRAL OHIO Wheat Section—Good 10,000 bushel elevator for sale; electric power; Monitor Cleaner. No competition in grain or feed. Selling out because of poor health. For further particulars communicate direct with owner, C. J. PFAU, Bolivar, Ohio.

TEXAS—24,000 bu. modern electric power cribbed elevator for sale, retail coal and feed, in Texas Panhandle's best hard wheat and Milo belt, with large acreages each—at bargain, \$14,000, part terms.

W. J. BURKE, Floydada, Texas.

IOWA—A splendid 12,000-bu. elevator for sale with private owned ground consisting of 6 large city lots, feed mill, sidelines. Only elevator and feed mill in town. Plenty corn, lots of feeding. Reasonable; good terms. Address 55Y17, Grain Dealers Journal, Chicago, Ill.

MARION, SOUTH DAKOTA—20,000-bu. elevator for sale, located on C. M. & St. P. Ry.; has 30x60-ft. ironclad machinery shed. Averages 140,000 bus. annually in normal years. Good sideline business in coal, farm implements, autos. Fred E. Way, Marion, S. D.

MARIBEL, WISCONSIN

GRAIN ELEVATOR AND FEED WAREHOUSE including grain buyer's residence. Electric power. New Monarch feed mill for custom grinding. Going business. Inventories at \$22,000. Offered at \$10,000 for quick sale account death of principal owner.

F. A. Miller, Lock Box 287, Manitowoc, Wis.

BARGAIN IF TAKEN AT ONCE—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

ELEVATORS FOR SALE.

NORTHWEST IOWA—Two elevators for sale. Address M. E. DeWolf, Spencer, Iowa.

SOUTH DAKOTA—40,000-bu. cribbed elevator and coal sheds for sale. Electrically driven, built on private grounds. Doing good business. Address 55Y1, Grain Dealers Journal, Chicago, Ill., for particulars.

INDIANA—Elevator at point doing \$330,000 grain business annually. Bumper corn crop to handle. Also 2/3 of oats in farmers hands. Good coal trade. Priced to sell. Reason, ill health. Address 55Y10, Grain Dealers Journal, Chicago, Ill., for particulars.

THE WANTED - FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

ELEVATOR FOR EXCHANGE OR LEASE.

INDIANA—30,000-bu. grain elevator for exchange or lease. Located in an excellent farming community, in Randolph County, Ind. Address W. L. Hawkins, Winchester, Ind.

ELEVATORS WANTED.

GRAIN MAN wishes to lease an elevator in Illinois or Iowa. Address 55Y19, Grain Dealers Journal, Chicago, Illinois.

WANT TO TRADE 320 acres unencumbered Montana land for elevator that is free from encumbrance. Write Box 25, Hobson, Montana.

WANT TO BUY or rent an Iowa Elevator. Must be in good repair and in a good location; state capacity of building and annual volume of grain moved, also size of town. Send inquiries to Box 23, New Hartford, Iowa.

MILLS AND ELEVATORS FOR SALE.

KANSAS—Mill and Elevator for sale; well equipped mill, elevator and feed outfit with separate office building. Good grain country. Well located and doing business. Price \$5,200. Write 55Q8, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—400 bbl. mill, 30,000 bu. elevator adjoining. Also 10,000 bu. station nearby. Two large warehouses on track. Transit privileges. Two main hard roads. Whole or 1/2 interest can be bought right. Address 55W4, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA—Mill and Elevator Business, in county seat and in the heart of the wheat belt of Okla. Capacity of elevator 10,000 bus., automatic scale, 50-bbl. Midget Marvel Mill, feed mill, good size ware room, coal sheds and corn crib on track. Priced very reasonable. Address 55Y2, Grain Dealers Journal, Chicago, Ill.

IF YOU DO NOT find the elevator you want advertised, place your wants in the "Elevators Wanted" section and you will receive full particulars regarding many desirable properties not yet advertised.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. McGuire, 6440 Minerva Ave., Chicago, Ill.

BUSINESS OPPORTUNITIES.

SEED STORE FOR SALE—Old established business doing \$30,000 yearly, strictly seeds. No competition. On account of other business owner will sell at once. Long lease. Address Dean Seed Company, Orlando, Florida.

FOR EXCHANGE.

NORTH DAKOTA—25 bbl. mill now running, wish to trade for land in Minn. or Dakotas. Write 55W3, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED.

WANTED active partner. Will sell half interest in elevator (Clinton County). Address J. C. Jordan, Colfax, Indiana.

WANTED partner in milling, grain and wholesale business. A fine proposition for the right man. Will accept good property in exchange or carry back part. Address Hawarden Roller Mills and Elevator, Hawarden, Iowa.

YOU CAN SECURE a partner if you make your wants known to the grain trade through the Partners Wanted column of the Grain Dealers Journal.

N. E. IOWA—Growing feed manufacturing business, in a section rapidly turning to dairying and poultry raising, needs partner with some money to help manage and finance business. Splendid opportunity for the right person. Address 55U3, Grain Dealers Journal, Chicago, Illinois.



McMillin Wagon and Truck Dump

The above cut represents a dump which requires but one single dump door to each sink.

The one dump by extending track will supply several sinks. The use of the trolleys and track takes care of the different length vehicles.

The attaching to front wheels for lifting eliminates raising of extra weight when dumping.

This type of construction puts all parts of the dump in plain view.

All supports and connections are pivoted so there is no bind or strain, and the dump is constructed doubly strong for the largest loads.

All dumps are equipped so they can be used for both hand and power operation.

Address

L. J. McMILLIN

525 Board of Trade,
Indianapolis, Ind.

HELP WANTED

SALESMEN WANTED in all sections to distribute one of the oldest lines of Corn Shellers, Grain Cleaners, Drags and other elevator equipment. Address Sidney Grain Machinery Company, successors to the Philip Smith Mfg. Company, of Sidney, Ohio.

SITUATION WANTED.

POSITION wanted by young man, married, 2 years Chief Clerk in R. R. Traffic Dept. and 7 years in seed and grain business. Address 55Y16, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager Farmers' Elevator; 14 yrs.' experience; understand sidelines, books; best of references. Address 55W11, Grain Dealers Journal, Chicago, Ill.

MAN with 15 years' successful experience in country elevator management is open for employment at once. Prefer Ohio or Indiana. Write 55X5, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION as manager or solicitor of a good grain business; best of references furnished. Would take a small interest in something good. Address 55Y9, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION with good reliable company as manager by man with 15 years' experience in grain, flour and feed business; best of references furnished. Address 55Y5, Grain Dealers Journal, Chicago, Ill.

TRAFFIC EXECUTIVE—16 years present industry, legal training and proven ability, seeking larger opportunities. Have initiative, energy and thorough knowledge all phases transportation. Unusually successful record. Age 38. Write 55Y15, Grain Dealers Journal, Chicago, Ill.

MAN with ten years' experience in grain and feed open for a position about Dec. 1st. Familiar with all grain and feed markets, having bought and sold in volume for northwestern and southwestern markets, a large acquaintance in central states, Pa., W. Va. and Virginia. Reliable references. Address 55X6, Grain Dealers Journal, Chicago, Illinois.

ADDRESS WANTED.

WANTED address of V. F. Guinzy, formerly of Wilsall, Montana. Address 55Y12, Grain Dealers Journal, Chicago, Ill.

ENGINES FOR SALE.

GAS ENGINE—30 h. p. Stover, excellent shape. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

CHANTICLEER 7 H. P. Engine with 24 inch 6 inch face clutch pulley and magneto. Price \$60.00 for quick clearance. Guaranteed perfect running order. Galt Grain Co., Galt, Ill.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

ENGINES WANTED.

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WANTED—A cylinder head for an Otto Gasoline Engine, 12 H. P., engine number 7457. Address Johnson Elevator, Malmo, Nebr.

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4 BU. RICHARDSON Automatic Scale in fine condition for sale, used very little. Will sacrifice for quick sale. Write or wire Steadman & Co., Shubert, Nebr.

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FOR SALE—One 4 bu. Richardson and two Richardson 8 bu. automatic scales. All self compensating; fine condition. One 8 bu. Avery; one R. R. track scale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

SCALES WANTED.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

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The GRAIN DEALERS JOURNAL

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FOR SALE—Two steam pumps in good condition, one for a 4" well and the other for a 6" well. Also an 8 H. P. upright steam engine. Cleveland Grain & Mfg. Co., Indianapolis, Ind.

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One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

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1 8-ft. Brown Portable Bag Piler with Motor.
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1 Bowsher No. 10 Combination Mill.
1 Special Feeder for Williams Pulverizer.
1 Eureka 453-A Cracked Corn Separator.
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Various Spiral Conveyors, Dust Collectors and Pipe, also Elevator Leg, Boot and Head.
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FOR SALE—3 pair high, 9x24 N. & M. feed rolls and American single attrition mill. Also machinery for 50 barrel flour mill. Address E. S. Rittenhouse, Liberty Mills, Indiana.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

FOR SALE—1 portable bagging scale; 1 No. 7 Invincible Cracked Corn Separator; 1 double stand 9x30 Barnard & Leas Moline Roll, Le Page cut; 1 Brown Portable Bag Piler; 1 two pair high 9x24 Great Western Roll. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

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All supplies for the elevator.

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WANTED more interior customers for shelled corn and oats. Otis J. Bear, Kempton, Ill.

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SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4 1/2x7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.25 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

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GRAIN DEALERS JOURNAL,

309 South La Salle St., Chicago, Ill.



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Grain Dealers Journal

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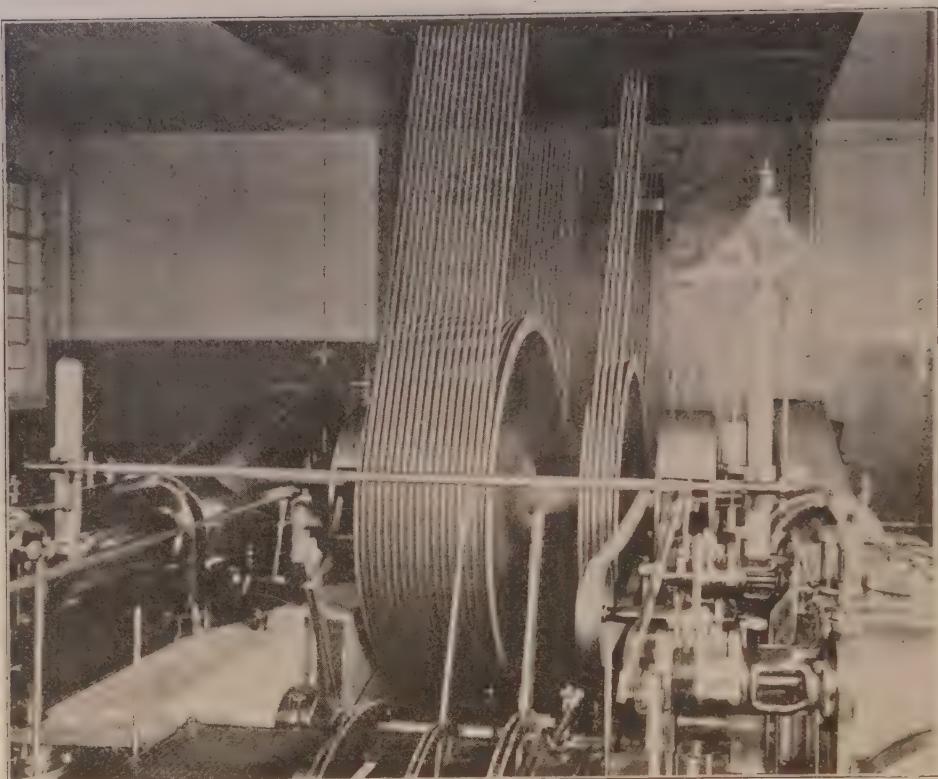
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GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, DECEMBER 10, 1925

CARRYING a million bus. of chicken feed in warehouse stocks adds nothing to the security of December shorts.

RECOMMENDATION by the Interstate Commerce Commission Dec. 10 that railroad consolidation be voluntary is a significant turn from the radical trend toward sanity.

SAD TO relate, the Onion Exchange of Warsaw, Ind., will be dissolved because a majority of the members failed to keep their contracts. The promoters of the onion pool will weep over this.

THEORIES on stabilizing the markets have not yet solved the problem of meeting changing conditions such as affected the price of wheat in 1925. After harvest Russia was going to ship liberally. Argentina was expected to contribute later, but on the shrinkage of these sources of supply the buyers got busy to protect their requirements. How could the stabilizers satisfy the sudden demand without raising the price?

TAXATION, direct and indirect, is the real burden the farmers are groaning under, and no legislative price fixing nostrum can relieve them of this burden. Farmers may be surprised to learn it, but the total value of the corn, cotton, wheat, oats and hay crops of 1924, amounting to \$7,433,100,000 will not pay the \$7,907,000,000 of local, federal and state taxes in 1924. Besides being the largest producing class the farmers are the largest consumers, and are hit by the taxes coming and going. The tax eaters are too numerous and too greedy.

THE FARMER may not be getting his pre-war buying power with corn under \$1, but his economic position is steadily improving and he will again be at the top of the heap if he can keep the radical agitators from rocking the boat.

INTRUSION of government into business is to be fought by representatives of 125 powerful business organizations who are in conference at Washington. This organization merits the support of the organized grain dealers, who have a common cause in resisting McNary-Haugenism.

ACCIDENTS do not happen so frequently in elevators and feed mills today as was common ten years ago. Caution and safeguarding of moving machinery has contributed largely to a marked reduction in the number of serious accidents. The pleasing results attained is fortunate for both employer and employee, but it does not preclude the possibility of further reduction.

DID YOU ever attempt to fight fire with ice. It is a very difficult matter to make any headway against the flames with congealed fluids. Steel barrels filled with calcium chloride solution will not freeze and can be depended upon for the needed assistance in extinguishing fires in their incipiency. The long cold winter which the weather prophets claim will keep our temperature hugging zero much of the time may not be realized, but even though all prophesies come true, the water barrel will still afford the protection needed if filled with a strong solution of calcium chloride.

THE SHIPSTEAD bill, according to its author, incorporates the principle of price fixing of farm products with the principle in the Interstate Commerce Esch-Cummins Act allowing the railroads a fair return. This comparison of a farm with a railroad is not parallel. The fixing of rates of transportation is based on control of the wages paid by the railroads, limitation of their capital stock and no construction without permission of I. C. C. Would the farmer submit to control of the wages paid his hired man? Would he submit to an order forbidding him to add another 80 acres to his farm? Would he submit to an order consolidating his profitable farm with that of a shiftless neighbor on poor soil?

CORPORATIONS which have been snubbed and dictated to by the autocrats of the internal revenue department will be doubly pleased to learn that the U. S. Board of Appeals has upheld the contention of the Guarantee Construction Co. of New York against U. S. Commissioner of Internal Revenue, David H. Blair, holding that the Commissioner was not justified in reducing the invested capital of the construction company for the amount of income and excess profits taxes due for the preceding taxable year. The Board of Appeals held that such reduction was without statutory warrant, hence invalid. So many small corporations have been compelled to contribute extra taxes on account of the internal revenue departments scaling down invested capital that all will again take hope in their contentions over taxes which were held to be illegally and unfairly extorted.

A CAUSE must be weak when it resorts to misrepresentation to bolster up its propaganda, as did the organ of the Canadian wheat pools in publishing an alleged interview with an official of the United States Dept. of Commerce indorsing "Canada's wonderful pooling movement"; and "Commending the work and operations of the wheat pools." The official now denies ever having written any such articles or given any interview.

SHIPPING off grade grain to interior points is taking desperate chances, for interior buyers who bid for standard grades seldom have any outlet for the off grade stuff and few have facilities for caring for it properly. The discounts at interior points are generally two and three times the discounts prevailing at terminal markets and it takes several times as long to find a buyer for off grade grain at an interior point, so the chance for deterioration is much greater.

SIDE TRACK agreements placing all the hazards of fire on the industry are robbed of much of their terrors by the decision of the Kansas City Court of Appeals published elsewhere in this number of the Journal. Before the railroad company can come to the elevator operator it must be shown that the railroad was liable to third parties for the loss by fire. This practically destroys the value of the agreement to the railroad company, as when its liability is established it is usually due to its own negligence, for which the agreement does not hold the industry leasing building site on railroad right of way.

THE LATEST REMEDY proposed for "farmers of the west is a vast warehouse system to enable them to hold their crops." Inasmuch as the elevators of the land are not half full it seems ridiculous for any one looking for relief from the after effects of a high speculative fever to demand the erection of more warehouses, because any grain owner can store grain in the public warehouses of which the country has a bountiful supply, providing they are willing to pay a reasonable price for the service. If our politicians were keen enough to discriminate between a real farmer and an agitator who specializes in farming the farmers they would not lend ears to the many ridiculous propositions being brought forth in Washington "to relieve the farmers."

SURVEYS of production of crops with the purpose of directing farmers what not to grow and what to grow were described by a Washington official at a Chicago gathering of marketing officials last week. The thought was to adjust the production to the demand. But why limit this activity, if it is so beneficial and necessary to the farmer? Why not have bureaucrats in the U. S. Dept. of Commerce tell the lumbermen in the Pacific Northwest not to cut any more poles because the poles already cut will satisfy the demand for 10 years? Why did not the U. S. Treasury Dept. dictate to the bankers of Iowa a few years ago, and inform the small towns of the Dakotas that each county should have only so many banks? Why should not the federal bureaucrats definitely inform the Florida speculators how many hotels should be built at Miami? Have the farmers, any more than other businessmen, asked for this gratuitous advice?

The GRAIN DEALERS JOURNAL.

SOUTH DAKOTA'S grain storage law is exerting a wonderful influence in convincing the farmers of that state of the great disadvantages of political regulation of business.

EXCESSIVE MOISTURE in new corn has made a world of trouble for corn handlers generally the past month, but thanks to the wind and cold weather it is now grading better as is clearly shown by figures published in this number.

A LEAKING distributing spout often mixes more grain in an hour than the elevator operator can unmix in a week, yet many of these offending mixers are tolerated in country elevators to the great expense and inconvenience of the operators.

MARKETING POOLS are nowhere found to be popular with producers who have been members of the pool. A little experience with this expensive marketing agency seems sufficient to condemn it more than volumes of printed matter has been able to do.

BEFORE CONGRESS convened the members of the lower house had already printed 2,431 bills so as to have them ready for introduction at the opening. If some bright member would push through a bill forbidding any congressman to introduce more than one bill at a session, business men generally would heave a sigh of great relief.

RENDERING SERVICE to the public in any capacity is sure to bring a pleasing compensation if the service is efficiently rendered and those served made to feel that the servor is delighted to be of help. Not only does such service bring pecuniary reward, but it brings the extra reward to the elevator man of having served his customers to their complete satisfaction.

GRAIN ELEVATOR operators using electric current supplied by Public Utilities will be gratified to learn that the Alpha (Ohio) Seed & Grain Co. has been awarded \$24,000 damages in its suit against the Dayton Power & Light Co. to recover for its plant which was completely destroyed in June, 1924, as the result of the power company's negligence in sending a voltage of 33,000 volts over wires leading into the elevator. Evidently the transformer supplied by the power company was not working that day.

THE AVERAGE grain shipper recognizes that the payment of freight on dockage in grain moving to a central market nets him nothing and generally he is discounted because of the presence of the dockage. Weed seeds, sticks and straws can be removed at country elevators if their operators will apply themselves to the task. According to the agronomist of the Montana State College it cost over \$400,000 extra to haul the foreign matter in that state's 1924 wheat crop to market and it is estimated that over \$250,000 will be paid to haul away the dockage in the 1925 crop. If this stuff were kept at home and ground up it could be fed and shipped away in the form of meat. It always pays to put grain in marketable condition before shipping it, yet the majority of elevator operators seem unwilling to equip themselves for the task.

THE DEPT. OF AGRI. wastes some of its appropriation in the useless redissemination of information which has long since become stale. The publicity managers of the department have such an insatiable weakness for mentioning the department in every paragraph of the material they send out that it is suspected that much of the press stuff circulated is designed primarily for the advertising of the department in the hope of supporting the demands of its officials for increased appropriations. Every one interested in the grain market knows that the department's weekly "Hay Market Review" and "Grain Market Review" are of no value to any one because the information is out of date before the department starts to make the mimeograph stencil. Grain market information is circulated by telegraph, telephone, radio, daily market letters, daily market reports and through the market columns of the daily press, so that no one who has any real interest in the grain markets has any excuse for not getting that information daily. The idea of wasting time reading week old market information because it has the stamp of the government upon it is ridiculous. The department officials are kidding themselves when they think that any newspaper having the interest of its readers at heart will waste space reprinting such old market stuff. The never ending supply of new, fresh material makes this weekly collection of gleanings from last week's ticker service stale and worthless as a guide in marketing farm products.

Discriminate Between Buyers.

Country shippers, whether selling on consignment or on bids, always have the question of the reliability of the weights at destination to consider, as well as whether the more distant points add to the hazard of grain leaking or going out of condition.

The comparison is more easily made when a dealer has in his hands several bids each different from the other by a fraction of a cent or as much as 1½ cents per bushel freight and all charges considered.

The temptation, then, is to accept the higher bid, as on the face of it this would net the shipper more money. Experienced shippers, however, have all the markets within their reach classified as to the reliability of their weights. Unless the bid is enough higher to pay for some 1,500 lbs. loss in weight they will not accept the higher bid, as they have learned by sad experience there is no way to get something for nothing.

The advent of federal licensing of inspectors has given an official character to numerous small markets misleading shippers into supposing that these points have official weights, as well as official inspection. They accept bids from these points only to suffer shortages. If they investigate, which they seldom do, they will discover that the weighmaster is an employee of the mill or elevator buying the grain. The industry pays his salary, and there is no supervision such as exercised by the large central markets. Illiterate men have been discovered acting as "official" weighmasters. They could hardly read or write, and put in their time acting as roustabouts. Such a condition

would not have been tolerated where the weighmen were under the disinterested supervision and control of a third party.

The Good Points of Your New Elevator.

Economy in both the cost of construction and operation as well as efficiency in operation and management are essential to every grain dealer who hopes to meet stiff competition and still garner a living profit. Elevator make-shifts which unnecessarily tie up capital invariably prove a perpetual handicap because at least six per cent must be earned on the capital invested before the owner can begin to compute his profits. Then, too, the larger the permanent investment the greater the annual expense for taxes and depreciation.

Economy in the use of space, power and labor in building together with the operating results attained are of far more importance to the builder of a grain elevator who expects to operate it than the initial cost of construction. Some very cheap houses which looked like bargains to the grain dealer who paid the bills for labor and material have proved to be white elephants because of the high cost and inconvenience of operation.

If small, weak or poorly constructed dumps, sinks, legs or bins make it necessary for would-be customers to stand in line until their patience is exhausted, they will advertise the slow receiving facilities of the offending elevator to the great cost of its operator. The farmer's truck and automobile have filled him with the "step-on-it" spirit and he is anxious to speed up. The grain elevator operator who hopes to get his business must humor him in this.

The many expensive experiences of grain dealers who attempt to construct their elevators with inexperienced help are most discouraging. We have in mind a firm which started to erect its new house last June, and it has already exceeded its estimated cost, although the building is not near completed and the machinery has not yet arrived or been billed. The grain dealer who is anxious to have an efficient plant which can be operated at a minimum expense will travel about a bit and inspect some of the modern elevators which have been designed primarily to save power and to utilize every inch of space to advantage. Then one can learn a great many things of advantage by talking with other elevator owners who have recently completed plants.

The Illinois elevator man who entrusted his former engineer with the building of a new elevator to replace the one burned was much chagrined to find it necessary to cut down the walls and change the house about, after its virtual completion, in order to accommodate the machinery needed.

Another Illinois grain dealer who called in an engineer to appraise his new house found to his amazement that the local carpenter had used nearly \$1,000 worth of lumber more than was needed. The experienced elevator builder invariably saves much more than his expense in the reduced cost of construction and generally provides a house which is a credit and a joy to the operator.

Farm Buro Out to Force Domestic Price Level.

The resolution adopted by the American Farm Buro Federation at Chicago Dec. 9, published elsewhere in this number, definitely places that strongest of farm organizations behind legislation designed to raise the level of prices of farm products above the export level.

To their credit it must be said they do not ask for a subsidy. Their ideal seems to be a kind of "trust" or combination of the producers of the different crops, a pool composed of all the growers of a crop, who will sell the export surplus for what they can get, and then by monopoly mark up the price on the domestic consumer.

If prices are artificially raised growers who are not members of the pool will take advantage of the higher market to sell at home while the pool is taking losses on sales abroad. That is the inherent weakness of the scheme. The agitators see this and will work for compulsion of all growers to join. Next would follow attempts to restrict the individuals' acreage.

The indispensable compulsion to join the pool could not be exercised under the free system of government in America. It could not be accomplished by law. Recourse would be had to the practices of the night riders in the Kentucky tobacco country. The wheat pool in Canada already has planned to buy out all the country elevators so that the independent wheat grower will have no place to sell his grain. In the United States it is expected that the Farm Buro will demand legislation giving growers the special privilege of operating as a monopoly thru corporations ostensibly owned by the government. Of this scheme Pres. Coolidge in his Chicago address of Dec. 7 said:

This would be a dangerous undertaking, and as the emergency is not so acute, it seems at present to have lost much of its support. No matter how it is disguised, the moment the government engages in buying and selling, by that act it is fixing prices. Moreover, it would apparently destroy co-operative ass'ns and all other marketing machinery, for no one can compete with the government. Ultimately it would end the independence which the farmers of this country enjoy as a result of centuries of struggle and prevent the exercise of their own judgment and control in cultivating their land and marketing their produce.

Government control can not be divorced from political control. The overwhelming interest of the consumer, not the smaller interest of the producer, would be sure to dominate in the end. I am reliably informed that the secretary of agriculture of a great foreign power has recently fixed the wages of farm labor in his country at less than \$5 per week. The government price is not always a high price. Unless we fix corresponding prices for other commodi-

ties, a high fixed price for agriculture would simply stimulate overproduction that would end in complete collapse.

Railroad Defeated in Side Track Suit.

The side track agreement between the Missouri Pacific Railroad Co. and the Sonken-Galamba Co. had the usual clause saddling all the hazards on the industry, reading as follows:

"Sec. 11. The said second party hereby releases and agrees to indemnify and hold the railway company harmless from and against all liability or claim for loss and damage by fire, which may happen upon or be done to or upon the buildings, premises, and property of the party of the second part, or to the property of any other persons or corporations, now or hereafter, on the premises of the party of the second part, and whether inside or outside of said buildings, caused by fire sparks or burning coals from any locomotive when operated upon said track, or by fire otherwise happening howsoever, except when due to carelessness or negligence on part of employees of the railway company."

Fire starting on property adjacent spread to the plant of the Sonken-Galamba Co., at Kansas City, Mo., Mar. 9, 1921, destroyed it and three freight cars of foreign railroads which had been placed on the side track for unloading and loading.

The railroad company brot suit for the value of the cars, \$3,972.88. It was admitted that the fire did not come from the locomotive engines, and there was no dispute as to the facts.

The Circuit Court of Jackson County gave judgment in favor of defendant, and this was affirmed by the Kansas City Court of Appeals June 15, 1925, in the following:

We cannot construe said section 11 to mean other than that defendants agreed to indemnify plaintiff only for money paid the owners of the cars, in case plaintiff is legally liable therefor. In other words, the indemnity attaches only where plaintiff would be liable to the owner of the property for its destruction by fire while on the premises of defendant, and that defendant would hold plaintiff harmless for any such loss for which plaintiff would be liable as a matter of law. This we hold to be the meaning of the indemnity contract herein. This court held, and the rule is well settled, that an indemnitee cannot recover beyond the terms of the indemnity contract, and that a voluntary payment made by the indemnitee, without regard to its legal liability, is not recoverable thereunder. National Surety Co. v. Roth, 208 Mo. App. 277, 232 S. W. 737, and cases therein cited. The general rule is stated in 31 C. J. 430:

"An indemnity against losses does not cover losses for which the indemnitee is not liable to a third person, and for which he improperly pays."

Railroad Can Not Recover When Not Itself Liable.—We hold, therefore, that plaintiff, under the terms of the indemnity contract in evidence, can only recover for loss for which he is shown to be legally liable. Plaintiff undertakes to meet this situation by claiming that it was liable for the destruction of the cars

under the provisions of rule 113 of the American Railway Ass'n. It is urged that this rule, in effect, is a contract between the members of the association, and each is thereby obligated to reimburse the other for cars destroyed or damaged while under control of another member of the association. Whether this rule arises to the dignity of a contract is not material, in our view. If it were a binding contract, there would yet remain the question of a legal liability attaching. It cannot be rightfully claimed, we think, that the owner of the destroyed cars should be reimbursed willy-nilly for the loss of the cars unless legal liability be shown. The rule does not impose a blanket liability on the railway company placing the cars on the track, or increase the liability which the rules of law impose.

American Ry. Ass'n Rule.—We agree with defendant that rule 113 is not a contract but merely a regulation for the convenience of the companies in making settlement for the loss. The rule does not establish the liability. All that defendant was undertaking to do was to save harmless the plaintiff against loss growing out of its legal liability as established by law, and not for any liability voluntarily assumed by plaintiff.

Bailee for Hire Not Liable in Absence of Negligence.—The testimony shows, and in fact it is admitted, that the cars were destroyed while in the hands of plaintiff as a bailee for hire. It is the rule that a bailee is not liable for the destruction of the property while in his possession, in the absence of negligence of the bailee. There is no claim that the loss of the cars in question was due to any negligence on the part of plaintiff.—274 S. W. Rep. 930.

Senator Cameron of Arizona has prepared a resolution to have the Federal Trade Commission investigate the prices of wheat, flour and bread, and anti-trust act violations, if any.

A bill providing for the payment of a bounty on exports of grain and livestock, financed by a tax on all producers and manufacturers of farm products has been introduced by Rep. Chas. Adkins of Illinois.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Dec. 11-12. American Corn Millers Federation at St. Louis, Mo.

Dec. 29-31.—Official Seed Analysts Ass'n at Kansas City, Mo.

Jan. 19-21.—Iowa Farmers Grain Dealers Ass'n at Des Moines, Ia.

Feb. 9-11.—Illinois Farmers Grain Dealers Ass'n at Peoria, Ill.

Feb. 22-25. North Dakota Farmer Grain Dealers' Ass'n at Grand Forks, N. D.

I Am Industry

My eyes light the way of civilization.
My footsteps are the march of progress.
My arms encircle the universe.
I sweep the dizzy heights with aeroplanes.
I dig the earth for its treasures.
My song is the hum of whirring wheels.
My laugh is in the happy hearts of men who toil and sweat, unafrain'd.

I am Industry.
Creator of a new day and age.
I reach on toward new glories, new understandings, and new achievements.
So long as men have faith and courage and vision, I shall live.
Without these, I am but the husk of circumstance.

—Bennett Chapple

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

N. Y. C. 414177 passed thru Scotts, Mich., looking as tho 6 or 8 tons of coal had been picked from the middle of the car.—H. R. White, White Bros.

C. B. & Q. 119088 passed thru Hendley, Neb., east bound, on Sept. 29, leaking wheat at the door post.—G. W. Query, mgr., The Farmers Business Ass'n.

C. B. & Q. 110226 passed thru Hendley, Neb., east bound, on Sept. 27, leaking wheat at the door post.—G. W. Query, mgr., The Farmers Business Ass'n.

C. & N. W. No. 91526 leaking grain at sides when passing thru Clinton, Neb., on Sept. 2.—Jas. G. Motz, mgr., Clinton Grain Co.

The GRAIN DEALERS JOURNAL

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Making Protein Tests?

Grain Dealers Journal: Can a grain buyer make protein tests on wheat near enough accurate to be of value in offering wheat to terminal markets to meet certain percentages?—J. R. Cochran.

Ans.: Testing for protein is really a chemical test, and far more difficult to make than the moisture test. No one without training could make reliable tests. A chemist could make the test by simply reading the instructions; and a grain dealer who took a special drill could make the tests, but it is advisable to leave this work to the laboratories of the exchanges or the states or the commercial analysts, on account of the expense of providing the equipment, which includes sulphuric acid, sodium sulphate, caustic soda and alizarin for chemicals; and Kjeldahl flasks, digestion apparatus, Erlenmeyer flasks, distillation apparatus, dropping bottles, burettes, and a complete analytical balance, in the handling of which there is a certain technique not possessed by grain merchants.

What Income Tax Is Payable?

Grain Dealers Journal: I note the article in the Journal Nov. 25, page 658, on "Who Must Pay Income Tax," and would ask what is the amount of the tax on the following items of income, by an American citizen, a married man and head of a family without exemptions on account of dependents other than wife.

Take a salary paid for full time service of \$4,000, income of \$700 from dividends of a domestic business corporation and \$100 interest. On what items will tax be levied and how much. If it is your purpose to answer inquiry, I trust this one will be answered.—J. C. Fletcher.

Ans.: M. L. Seidman of Seidman & Seidman, certified accountants, calculates the tax on the foregoing income as follows:

"The taxable income in the case supposed would be \$4,100, made up of the \$4,000 salary and \$100 interest. Dividends being subject only to the surtax, and the surtax being imposed on income only in excess of \$10,000, there would be no tax to pay in this case on the dividends. From the total taxable income of \$4,100 would be subtracted the exemption of \$2,500, leaving \$1,600 taxable at 2%, or \$32.00, from which would be deducted 25% for the earned income credit, or \$8.00, making the net tax payable \$24.00."

Recovery for Failure to Deliver Message?

Grain Dealers Journal: Saturday at 11:26 a. m. I sent a message over the Western Union to my firm in Chicago, to buy some May wheat. About five minutes later I sent another one to buy some oats. The wheat message never reached its destination. Can you tell me whether or not there would be any chance to collect damages on this from the Western Union?

I am going to try to buy the wheat this Monday morning at the opening, so would be in a position to tell approximately what the damage to me was (presuming that the wheat order should have been executed about five minutes before the oats order was, that was sent about five minutes later).

Would very much appreciate hearing what my chances are to recover on a deal like this. The wheat order was an order to buy at the market so would have been executed at a price far under the close had it been delivered as it should have been.—Clinton E. Lowry, Westfield, Ia.

Ans.: On an unrepeatable, uninsured message the sender can recover only the cost of sending the message, according to law, the tariffs filed by the telegraph company with the Interstate Commerce Commission governing, on a cipher message.

On messages plainly written so that the company is advised of their importance the company has agreed to stand liable for \$500, as stated in the fine print on the back of the blank. Assuming that the message was in plain English, the sender in this case has a good claim for \$500; if the loss was that much or more, depending on the number of bushels ordered bought.

Carrier's Suit for Undercharge?

Grain Dealers Journal: In December, 1920, I bought a car of corn from Wand, Todt & Co., who at that time were doing business at Litchfield, Ill. They bought me this car of corn in Iowa and it was shipped to Butler, Ill., to the order of a Farmers Elevator Co., notify Wand, Todt & Co., at Litchfield. They in turn notified the agent at Butler that the car was for me, and as I had bought it at a delivered price I mailed Wand, Todt & Co. a check for the car of corn less the freight which I paid to the agent at Butler. I of course sold the corn on that basis.

Along about a year ago the railroad company notified me that there was an error or as they call it an undercharge on that car of corn and as they were unable to get it from the consignee or Wand, Todt & Co. at Litchfield, Ill., they being insolvent, they would be compelled by a ruling of the Interstate Commerce Commission to collect the \$86 from me. I absolutely refused to pay this and I always thought they were bluffing, but they now have the trial set for Dec. 15 next and I will be greatly obliged to you to advise me if you think they can by any legal means force me to pay this highly unjust bill.

About 4 years ago I bought a car of bran which was bought delivered less the freight which I paid on arrival of the car. Along last summer the railroad company amended its declaration here in the Circuit Court and added a further claim of about \$20.00 on this bran, claiming an undercharge on it. So this suit pending is for both these items.

Can they sue on both of these at once and can they come back 4 years after and collect anything? Any advice will be highly appreciated.

I have a lawyer employed to fight it and expect to appeal it if the judge decides against me, as we decided it better to have the judge decide than a jury.—Frank Ware, Butler, Ill.

Ans.: The carrier can enforce its claim for the freight charges against one who was not a party to the contract of shipment only by refusing to deliver the shipment. That is the purpose of the lien given to the carrier for freight. This lien is lost by the carrier when it surrenders the shipment to anyone claiming it. After such surrender the carrier can recover an undercharge only from a party to the contract of shipment, namely, the consignee or consignor. A notify party, such as Mr. Ware in this case, is not a party to the contract of shipment. This may seem to be a technicality but the Supreme Court of the United States decided May 5, 1924, in the case of L. & N. R. Co. v. Central Iron & Coal Co., 44 Sup. Ct. Rep. 441, that the party who placed the goods on the cars was not liable for the freight charges, solely because it was not a party to the contract of shipment.

Also, in C. C. C. & St. Ry. Co. v. Southern Coal and Coke Co., the Supreme Court of Tennessee, 248 S. W. 297, said: "The consignee of an interstate shipment of goods who had made no contract with the carrier for the payment of the freight, and who assigned his interest in the goods before their delivery to him, and directed the delivery to the assignee which was made by the carrier, is not liable for the freight charges." This was an undercharge case and was reported in the *Grain Dealers' Journal* Apr. 25, 1923, page 546, and the U. S. Supreme Court decision Jan. 10, 1924, page 37.

As to the limit of time in which the carrier may bring suit paragraph 3 of Sec. 16 of the Interstate Commerce Act provides that "All actions at law by carriers subject to this Act for recovery of their charges shall be begun within three years from the time the cause of action accrues, and not after."

Half a century ago there were about 8,000 flour mills in Great Britain and Ireland. Now it is doubtful if there are more than 500 mills in the Kingdom which can be counted as serious competitors in the flour trade. The intensity of competition is greater, but it proceeds from a smaller number of mills.

Side Lines for Country Elevators.

BY GEO. A. SMYTHE, WARNER, S. D.

Side lines should be divided into two classes. First: those that can and should be sold only for cash; and, second: Those which are usually sold on deferred payments in whole or in part.

Included in the first class I would place coal, salt, tankage and other stock foods, flour, etc.

In the later class I would place farm machinery and lumber.

As a general proposition I believe most dealers will agree with me in saying that no grain elevator operator should ever engage in any line of business that requires the extending of credit in any great amount for the following reasons:

Farmers' corporations do not usually have a working capital as other corporations do. Nearly all of the capital used by them is borrowed money on which they must pay interest. When they make a little money and have a few dollars in a surplus you generally find that they have a couple hundred members demanding a distribution in dividends, and if this is not done there is a great dissatisfaction among said members.

It is common knowledge that farmers elevators accounts are notoriously hard to collect. Members have a habit of making their co-operative companies their banking houses while the companies haven't the success in collections nor the ability to do so as have the banks, and the result of it is that from year to year more and more notes and accounts accumulate and it is necessary in almost every case that has come to my notice to build up big reserves to take care of the bad ones that must be thrown into the profit and loss account each year, thereby using up a great proportion of the gain to cover such losses.

So much credit has been extended by a given company and so many of their members and others owe big bills to the said company it works against the success of the grain department in that a man who is badly in debt to the Farmers Co., often prefers to sell his grain elsewhere.

All this may sound strange to those who know me as the manager of a company that is engaged in selling farm machinery, but I wish to say that we are suffering from the very things that I have mentioned and I firmly believe that we would be better off in every way if we had never gone into the implement business.

I personally know many companies that have tried the lumber and machinery business and have been compelled to discontinue both in order to save the grain business.

As a general thing the commission merchants who make a business of backing farmers elevators are not anxious to handle the accounts for companies who are engaged in these two lines, and it often happens that their rating and credit is badly impaired thereby.

In conclusion I would say to managers who have either or both of these big side lines to handle, be very conservative as to granting credit keeping your accounts receivable at the lowest possible point. On the other hand, to managers who are not in these lines, my advice is to keep out and give all your attention to making your grain business a big success.

Buffalo, N. Y.—Experiments in making paper from flax straw have been successful, says H. G. Anderson, a veteran local grain dealer who is very much interested in that crop. He further states that the present supply of flax straw is about 40,000 tons and that this would be increased with the development of the new process. Newsprint can be thus produced about 25 per cent cheaper than under present conditions, and the tensile strength of the product would be increased.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

What Constitutes "Orderly Marketing"?

Grain Dealers Journal: I would very much like to get the impressions of men long experienced in marketing grain as to what they think constitutes "orderly marketing" of which we hear so much. Every government official seems to base the excuse for his breaking into print on the necessity of enlightening the farmers on what constitutes "orderly marketing," and although I have perused most carefully addresses and circulars without number, I have yet to gain any definite idea as to what the Agriculture Department's champions of this wonderful myth mean by it. It seems to me just like a will-o'-the wisp used to lead night travelers into the morass of bewildering ignorance.

As I see it, the tax eaters of the Department of Agriculture have taken advantage of the financial condition of the Iowa corn growers to impress the grain producers of the entire land that the department has a real interest in their marketing problems as well as a desire to help them to better agriculture. If the department desires to make successful merchants out of farmers, then it should first of all advise them to give up farming and apply themselves to the marketing problems in which the department officials are determined they shall be trained.

I am not thoroughly posted on the condition of the Iowa farmers, but I know Illinois grows pretty near as much corn as Iowa and the Illinois farmers are not kicking a bit about the price. They are cribbing some, marketing some, and seem to be confident they will have a good profit to show at the end of the crop year.

Unless I am misinformed, the troubles of the Iowa farmer are due not to his farming operation, but solely to his inordinate desire to get rich quick by wild speculation. In order to get the money he did not hesitate to load his local banks with all the paper they would take with the result that many of the banks went broke and the farmers are very reluctantly paying their notes when they have money to spare. While Illinois farmers did speculate somewhat in lands they are meeting their liabilities notwithstanding the land has depreciated in value.

According to statistics compiled by the Dept. of Agri., the farmers of Missouri, Ohio, Indiana, Nebraska, S. Dakota, Kansas and Oklahoma also grow corn, but none of them have complained, at least not so loud that the Dept. officials could hear. Why does the department feel duty bound to give all its attention to the corn growers of Iowa? The corn growers of all other states must sell in the same market. It must be that demagogues and agitators who started this movement honestly believe it is all right to discriminate in the distribution of federal aid to their friends and supporters in Iowa. The corn growers of the other states have just as many good citizens to a thousand acres as Iowa.

After an experience of over forty years trying to market profitably the products of the farm, I am convinced it is a real job and the man who succeeds at it has got to keep wide awake and apply himself to that job exclusively. This thing of trying to be a farmer and a grain merchant and a promoter of lumber yards, banks and packing houses is impractical, and experiences of Iowans prove that it is impossible. The middleman of today who renders a service worth having must be an expert in his special line and in order to attain efficiency

he must apply himself assiduously to that one task.

As I see it, the new campaign for "orderly marketing" is simply another appeal of the bureaucrats who hope to justify their continued employment in the distribution of piffle at the expense of the taxpayers. It is time Congress employed a man with a long sharp knife to put an end to the useless existence of a lot of sap suckers. Let the Dept. of Agri. apply itself to the inculcation of better agricultural methods of production and it will have fulfilled its mission.—Oscar Supple, Champaign, Ill.

Federal Aid to Be Given Iowa Corn Growers.

Acting on a report by Nils Olsen, assistant chief of the Bureau of Agricultural Economics, and Albert C. Williams of the Federal Farm Loan Board, who investigated conditions in Iowa, Sec'y of Agriculture Jardine called a conference at Chicago Dec. 1 to see what could be done to make loans to farmers in the corn belt.

Messrs. Olsen and Williams had reported that

Many Iowa farmers still labor under the handicaps of large debts, high operating expenses, high taxes, high interest rates on short term loans, and also widely fluctuating and often unsatisfactory prices for their products.

Reports indicate improvement in the Iowa banking situation, but bank failures have been numerous in the State and there appear to be spots where existing credit agencies are not able to meet present legitimate demands for credit. We believe, therefore, that the time is opportune for a wider use of the facilities afforded by the Federal Intermediate Credit System, which was established for the express purpose of aiding local banks and other credit institutions in financing the production and orderly marketing of livestock and other agricultural products.

A banker of Davenport, Ia., at the conference said: "We have plenty of money in Iowa to care for all our own farm credits, but there are about a dozen counties where banking facilities are inadequate because of recent bank failures."

The root of the trouble is not in the heavy corn crop that is netting the growers only 55 cents per bushel; but is an aftermath of the speculation in high-priced lands that has exhausted the resources of banks in certain spots in the state.

Mr. Jardine read the following communication from President Coolidge:

Will you please convey the following greeting to those assembled at the conference in Chicago:

I am informed that you gentlemen have assembled here at the request of the secretary of agriculture to take the necessary measures to assist the Iowa farmers in financing the orderly marketing of their present corn crop. This is a very worthy purpose, and I am deeply interested in the success of your endeavor.

Iowa farmers, in common with those in other sections of the country, have had difficult times to meet in recent years. While conditions have improved, they are far from satisfactory. Fortunately, there is a good corn crop this year, but it is important that farmers market this crop to their best advantage.

Some farmers, no doubt, will need credit to carry out a program of orderly marketing, and I am desirous that the agencies of the federal government give every possible assistance. Since the federal intermediate credit system was created by Congress expressly for the purpose of serving the farmers, I trust that every effort will be made to use the facilities thus afforded. It is my hope and expectation that out of this conference will come constructive help.

As a result of the conference present existing credit facilities were supplemented by the organization of two National Agricultural Credit Corporations, one at Des Moines and one at Ft. Dodge, each with \$250,000 capital, who will discount farmers' paper secured by corn in their cribs. These two new banks, in turn, will rediscount this paper with the Omaha Intermediate Credit Bank, to an unlimited extent at 5% interest, the farmer paying 6 1/2%.

C. J. Wohlenberger, pres. of the Holstein Savings Bank at Holstein, Ia., said the state of Iowa had been given a black eye thru re-

ports of bad financial conditions in only a few sections of the state. He said "The situation has been exaggerated."

The Marshalltown *Times-Republican* recently said editorially:

Here in Iowa we do not sell very much corn by the bushel. Most of our corn crop goes to market in hogs and cattle. Corn fed to hogs this year is worth nearly 25 per cent more than it was worth last year because hogs bring \$11.80 in Chicago this year as compared to \$9.65 last year. If we have one-third more bushels on any farm than we had last year and our corn goes into hogs that will bring one-fourth more than they brought last year that corn crop is worth 33 1/3 plus 25 per cent more than it was worth last year.

The Iowa bankers present at the conference adopted the following resolution:

Resolved, that this group of Iowa bankers, business men and farmers take advantage of this opportunity to reaffirm their faith in Iowa, that the richest agricultural state in the Union is again normal in business and its banks stronger than ever before in cash resources and liquid assets.

Resolved, that this gathering has been glad to start today the organization of properly financed national agricultural credit corporations to operate in Iowa under the federal intermediate credit system. These will be able to take care of all necessary credit for the orderly marketing of this year's corn crop in sections that may need additional credit facts.

Resolved, that we commend President Coolidge, Secretary Jardine and the agencies of the federal government for their outstanding interest in the state of Iowa and their desire to cooperate in the stabilization of conditions in this great agricultural state.

Sec'y Jardine Shows Up the Trade in May Wheat.

Sec'y of Agriculture Wm. M. Jardine in his annual report issued Dec. 7 discloses some of the findings of the grain futures administration in its investigation of the forces that brought about the remarkable rise and fall of the wheat market in 1924-25. He said:

The Grain Futures Administration during the last year has continued its activities in analyzing the character of the transactions in futures on the various grain exchanges designated as contract markets under the grain futures act. In addition to the reports received daily from the clearing members of the contract markets, a close supervision of the exchanges was maintained thru the examination of books and records of the important commission houses, not only in Chicago but also in New York and other outside cities.

The volume of trading during the year was unusually large, owing to enormous speculative activities on the part of professionals as well as the general public. The total trading for all grains on the 10 contract markets amounted to 31,416,196,000 bus. bought, with an equal volume sold. Of this quantity 27,942,493,000 bus., or 89 per cent, represents trading on the Chicago Board of Trade. The trading in wheat represented more than 60 per cent of the total for all grains, the volume being 18,875,971,000 bus., of which quantity 16,587,110,000 bus., or 88 per cent, represents transactions on the Chicago Board of Trade.

It is therefore clearly evident that the transactions in grain futures are governed almost exclusively by the activities at Chicago, where most of the hedges are placed, although the market is primarily speculative in character.

In connection with the trading at Chicago it is of interest to compare the actual deliveries on futures contracts with the total volume of trading, the total deliveries in wheat being 31,571,000 bus. and in corn 12,950,000 bus. In each of these grains the deliveries were less than two-tenths of 1 per cent of the total sales for future delivery.

During the latter part of the fiscal year the grain futures administration was engaged in an exhaustive inquiry into the activities of professional speculators, especially in wheat. This inquiry was instituted because of the sensational character of the market, which was marked by wide daily fluctuations and by sharp advances and drastic advances and declines in prices.

Altho the investigation carried on by the grain futures administration did not disclose such large individual accounts as were commonly reported, nevertheless lines of several million bushels of wheat futures, sometimes long and again short, held by individual professional speculators, were not infrequent during the first three months of 1925. During the life of the May future fluctuations of 5 cents or more occurred on 52 days. On 16 days the fluctuation was 8 cents or more and on 6 days 10 cents or more without any apparent reason other than heavy speculative activities.

The largest long interest discovered in any one future was slightly in excess of 7,000,000 bus. and the largest individual short interest at any one time was nearly 5,000,000. The investigation revealed only eight speculative ac-

counts that reached a net position of 2,000,000 bus. or more, either long or short, and some of these changed frequently from one side to the other, moving the market in line with their operations unless counteracted by a similar force. In 80 per cent of the cases where such transactions involved a change in net position of 2,000,000 bus. or more the price movement was in the same direction, with an average change in price of 5% cents.

At the request of and in co-operation with this department, a number of the central markets have voluntarily set up administrative machinery for the purpose of preventing unwarranted price fluctuations. Committees on business conduct have been appointed, whose members are pledged not to speculate for their personal account. Broad powers over the business conduct of members of the exchanges are to be exercised by the committees. They are also authorized to limit daily fluctuations in the market prices of grain during emergency periods. The Chicago board also adopted a suggestion that it should establish a modern clearing house.

Probably no more progressive and far-reaching steps were ever taken by the exchanges to insure prices accurately reflecting supply and demand conditions. I believe they will be effective. The adoption of these plans makes it possible for the department to co-operate with the exchanges in furthering the objects of the grain-futures act. Laws are most effective when met by sensible, sound co-operation on the part of everybody concerned.

Crop Board Announces Changes in Release Dates.

The following changes in release dates of Government crop reports have been announced by the United States Crop Reporting Board.

The crop report scheduled for release on Wednesday, Dec. 16, at 4 p. m., will be released on Tuesday, Dec. 22, at 4 p. m., and the report scheduled for release on Friday, Dec. 18, at 3 p. m., will be released on Thursday, Dec. 24, at 12 o'clock noon.

The Dec. 22 report will cover acreage, production, and value, Dec. 1 of corn, winter wheat, spring wheat, oats, barley, rye, buckwheat, flaxseed, rice, potatoes, sweet potatoes, hay, clover seed, tobacco, sorgo for sirup, sugar cane, sugar beets, dry edible beans, grain sorghums, broomcorn, peanuts, cowpeas, soy beans, velvet beans, hops, and commercial truck crops.

The Dec. 24 report will cover acreage and condition of fall-sown winter wheat and rye for harvest in 1926.

The above changes in dates are necessary so that the Crop Reporting Board may have additional time to analyze the results of the 1924 census of agriculture in arriving at its revisions of acreage, production and value of all crops for that year. The report on acreages sown to winter wheat and rye in the fall of 1925 is postponed in order that it may be properly related to the revised acreage for 1924.

Russia Stops Exporting.

Grain exporting has been stopped by the Soviet Government according to Commissar of Finance Sokolnikov, who reports the Government overestimated the crop by 3,500,000 tons. Last year, too, the Government failed to consider the crop failure, which made it necessary for Russia to import grain to keep its cities from starvation, while the peasants consumed their reserves.

This year's crop will permit exporting about 1,000,000 tons, but the peasants are hiding their reserves against another crop failure. Prices are high and the Government has found it necessary to curtail the operations of 70 provincial grain exchanges to only such operations as would supply the interior market.

Exporting was actually halted some 2 months ago. Meanwhile the Government has been reorganizing the grain trust which buys and markets the grain. Over 3,000 employees of the grain trust have been arrested and charged with graft. With the organization demoralized the cities are being supplied by private traders purchasing from the peasants and selling to the cities.

Reports from Moscow, Dec. 2, are that the grain stored in October was 6½% less than had been expected, while Nov. 10 showed a decrease of 21% as compared with Nov. 1.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Rockton, Ill., Dec. 1.—A small acreage in this territory is devoted to spring wheat and barley. Corn was above the average in yield but is still unfit for the market due to excessive moisture. Oats are not of very good quality and produced a short crop. Rye produced the smallest and poorest crop here in years.—C. E. Phelps.

Springfield, Ill., Dec. 9.—Good progress was made with corn husking during the past week until stopped by general rain Friday, followed by light snow. Milder weather set in and the fields are now muddy. Wheat is in good condition in northern counties and fair to good in the central and southern areas. The crop is growing slowly. The contemplated acreage was much reduced by wet weather at seeding time.—C. J. Root, meteorologist.

IOWA.

Odebolt, Ia., Dec. 7.—Corn is all picked here with a yield running from 50 to 70 bus. per acre. The moisture content is from 22 to 25% but the corn will be of good quality when dried. The pop corn acreage is large.—Farmers Elevator Co.

KANSAS.

Wetmore, Kan., Nov. 30.—Grain isn't in very good condition for handling yet. Corn is very tough and will grade only No. 4 or 5.—A. W. Dickson.

Faulkner, Kan., Nov. 23.—Wheat is looking fine. It was put in under suitable conditions tho not as much was seeded as a year ago.—Fred. McClanahan, agt. Rea-Patterson Milling Co.

Holton, Kan., Nov. 30.—Some of the corn on the bottom lands was frosted where it was planted twice. Considerable moisture is still in most of the corn.—H. W. Kueker, mgr., Salina Produce Co.

MICHIGAN.

Scotts, Mich., Nov. 28.—We have had bad weather for the last 7 weeks and many potatoes are under the ground. Are they spoiled?—White Bros.

Lansing, Mich., Dec. 1.—The elevator operators are working night and day trying to salvage the wet bean crop.—T. J. Hubbard, pres. Michigan Hay & Grain Ass'n.

OHIO.

Amlin, O., Nov. 27.—Crops here are in a good condition and making good yields.—X.

Morrow, O., Dec. 1.—The wheat crop has been almost a failure for the past 2 years. Only 20% of the crop is sown this fall.—W. F. Eltzroth, mgr. Grover Mill.

Cairo, O., Nov. 27.—An excellent oats and corn crop has been raised here this year, tho the wheat crop was nearly a failure. Prospects are good for next year and wheat has a fine start on a fairly large acreage. Weather has been very favorable.—Cairo Farmers Elevator Co.

New Weston, O., Dec. 1.—Owing to the wet weather not more than 20% of the wheat has been seeded this fall. Corn was badly damaged by the excessively wet weather and what we have handled contains 25 to 28% moisture. The oats crop was good and of fine quality.—G. L. Toman, mgr. Farmers Central Grain Co.

The Cotton Crop.

Washington, Dec. 8.—The Crop Reporting Board of the U. S. Department of Agriculture, on the basis of facts available as of the date of Dec. 1, estimates that the total production of cotton in the United States for the season 1925-1926 will amount to 7,459,018,000 pounds (not including linters), equivalent to 15,603,000 bales of 500 pounds, gross weight (478 pounds lint and 21.9 pounds bagging and ties estimated per 500-pound gross-weight bale). Last year the production was 13,627,936 bales, two years ago 10,139,671, three years ago 9,762,069, four years ago 7,953,641 and five years ago 13,439,603 bales.

Winnipeg, Man.—Overwhelming vote by the shareholders of the United Grain Growers, Ltd., decided that the organization would not sell its elevator facilities to holders of wheat pools.

From Abroad.

Iraq, Persia.—Wheat and barley imported into Iraq from foreign countries up to Mar. 31, 1926, are exempted from import customs duties.

Philippine Islands.—A drought is causing serious damage to the rice crop in the Philippine Islands, according to a cable dated November 27, from O. M. Butler, American Trade Commissioner, Manila.

Hungary.—The Budapest Grain Exchange will start a futures market on Jan. 1, to deal in wheat, rye, oats and maize. The unit of contract is to be 30 tons (a trifle more than 100 qrts.) and settlements will be made weekly.

Argentina.—The exports of grain from Argentina during November were as follows (in bus.): Wheat, 3,711,000; corn, 11,063,000; linseed, 3,661,000; oats, 1,582,000 according to a cable dated November 29, from Edward F. Feely, American Commercial Attaché, Buenos Aires.

Latvia.—This year's linseed output is expected to be comparatively small with a decline of 12 to 15% in exports. Most farmers are increasing their linseed cultivation area and next year this should attain 198,000 acres, slightly more than the pre-war standard.—Commercial Attaché at Riga.

United Kingdom.—This country produced (in thousands of bus.) in 1925 wheat, 49,325; barley, 42,421; oats, 79,373; mixed corn, 4,552 compared with 49,741, 42,312, 84,132, 4,532 respectively in 1924.—H. B. Smith, Special Representative of Dept. of Commerce, in London.

Portugal.—The freedom from import duties accorded certain foodstuffs imported into Portugal, by various decrees since 1917, has been cancelled by royal decree, effective Nov. 1. Among the articles affected are bread and wheat or other cereals in grain or flour, cottonseed oil, rice and millet.

Argentina.—The first official crop estimate of the Argentine Government, in thousands of bus. is: wheat, 235,136; linseed, 74,803; oats, 82,560; barley, 12,401; rye, 3,937. Increases over last year's yields are: wheat, 23%; linseed, 66%; oats, 55%; barley, 78%; rye, 170%.—Commercial Attaché Edward F. Feely, Buenos Aires.

Japan.—The production of grain in Japan this year, according to the Official Gazette was as follows, in bus.: barley, 44,812,000; oats, 38,753,000; wheat, 30,991,000. This is an increase of 3,800,000 bus. of barley; 104,000 bus. of oats, and 4,300,000 bus. of wheat over the production of 1924. The total increase was approximately 19.5 per cent over last year and 10.9 per cent over the average production of the last five years.

Hungary.—Proposed Danubian contract. With a view of establishing the grain trade of the Secession States on a uniform basis, Hungarian farmers, exporters and millers are endeavoring to come to an agreement with traders in neighboring countries in order to draw up a Danube contract. Such a contract, it is believed, would overcome the many difficulties at present being experienced on account of there being no exact rules to determine what qualities are tenderable.

Minneapolis, Minn.—As far as can be ascertained for the present damage restricted to northern districts Province Baires southern districts Province Entre Rios damage between 15% and 25%. More reliable reports can be given after first threshing reports from districts to hand. Threshing reports coming now from North of Santa Fe very favorable average per acre. Our estimation probable export surplus at present between 64,000,000 and 68,000,000 bus.—Archer-Daniels-Midland Co.

Time to Kill Chinch Bugs.

"Chinch bugs have destroyed millions of dollars worth of the crops of the Southwest again this year and unless the coming winter should prove unfavorable for them, they will be ready to come out next spring and do more damage than ever," says H. M. Bainer, Director, The Southwestern Wheat Improvement Association." Continuing, he says, "There certainly is no profit in growing crops to feed chinch bugs. It is a shame to let this pest continue to devour our crops when systematic burning of their winter quarters will destroy them."

1,600 Bus. Corn from 10 Acres in Ohio.

A yield of 1,600.1 bus. of corn was produced on 10 acres in Ohio this season by Ira Marshall of Dala, Hardin county. This was an average of 160.01 bus. per acre which establishes a new world's record yield. It is 25.7 bus. per acre higher than the record established in 1922 by W. H. Gilmore of Licking county, Ohio.

Regarding this phenomenal yield Wallace E. Hanger, extension specialist in farm crops at the Ohio State University, Columbus, Ohio, writes:

This corn was grown on the edge of what is commonly called the marsh land in Hardin county. It is not muck land, however. The surface layer to the depth of six or eight inches is extremely black and this is underlaid with heavy clay soil.

The particular land on which this corn was grown had been in alfalfa for seven years previous to this past spring, when it was plowed in March to a depth of nine inches. Four tons of manure were applied per acre and in addition 200 pounds of 20% acid phosphate per acre. The seed bed was fitted the first week in May and corn planted on the 11th. It was planted in rows 3 feet, 4 inches apart and checked 3 feet, 2 inches in the row.

In order to plant the corn as thick as he wanted to Mr. Marshall took the plates out of his planter and had the holes reamed out at the blacksmith shop. He wanted four and five grains in every hill. That he succeeded in doing so was evident by the fact that when we checked up on the yield there was an average stand of practically four stalks per hill. Nearly every stalk had an ear, the these ears were not large. They averaged about three-fourths of a pound per ear.

The variety of corn was Clarage, which is a medium seasoned strain for this state. The moisture test when harvested on Nov. 18 was 24.6 per cent, and the yield of shelled corn at 20% moisture was 160.01 bus. per acre.

We determine all yields on the basis of bus. of shelled corn instead of ear corn. In order to do this we determine the actual shelling percentage. In this case 100 pounds of ear corn produced 50.83 pounds of shelled corn.

Wheat Movement in November

Receipts and shipments of wheat at the various markets during November, as compared with November, 1924, were as follows:

	Receipts	Shipments	Receipts	Shipments
	1925	1924	1925	1924
Baltimore, bus.1,240,669	1,412,383	962,877	851,774	
Chicago, bus... 740,000	3,363,000	900,000	2,963,000	
Cincinnati, bus. 347,500	407,400	275,800	337,400	
Duluth, bus... 11,573,320	27,608,667	15,070,002	26,715,81	
*Ft. Wm., bus.45,197,949	.....	47,055,987	.....
Indianapolis, bus. 308,000	423,000	190,000	81,000	
Kans. City, bus.4,302,450	5,211,000	1,309,500	4,824,900	
Milwaukee, bus. 214,200	1,164,225	69,599	827,439	
Minneapolis, bus.11,403,070	12,013,659	5,285,090	5,839,660	
Montreal, bus.15,460,481	16,249,980	14,435,571	21,563,387	
New York, bus.9,778,000	.....	7,966,000	.....
Omaha, bus...1,180,200	2,328,200	523,600	3,084,600	
Peoria, bus.... 198,000	136,350	175,200	104,050	
Phila., bus.... 2,787,977	3,714,281	2,352,917	3,378,736	
St. Joseph, bus. 842,800	1,068,400	184,800	499,800	
St. Louis, bus.2,154,400	3,346,152	1,383,800	2,832,440	
Superior, bus.6,761,427	13,329,798	7,817,167	14,093,856	
Toledo, bus.... 1,173,400	1,787,515	314,655	146,280	
Wichita, bus.... 1,426,950	1,638,000	660,150	811,200	
Ft. Worth, cars 493	870	220	402	
Los Angeles, cars 228	192	.....	.....
San Francisco, tons	10,356	7,000	.....	.....

*4 weeks ending Nov. 28.

Oats Movement in November

Receipts and shipments of oats at the various markets during November, as compared with November, 1924, were as follows:

	Receipts	Shipments	Receipts	Shipments
	1925	1924	1925	1924
Baltimore, bus. 88,242	197,585	12,028	28,087	
Chicago, bus.3,265,000	4,714,000	2,343,000	3,739,000	
Cincinnati, bus. 252,000	252,000	144,000	188,000	
Duluth, bus... 2,020,235	994,294	2,483,314	1,580,720	
*Ft. Wm., bus.5,704,840	.....	4,912,494	.....
Indianapolis, bus. 382,000	606,000	405,000	662,000	
Kans. City, bus. 644,300	567,800	472,500	288,000	
Milwaukee, bus.1,707,750	1,306,050	1,394,300	1,071,512	
Minneapolis, bus.2,100,770	4,908,690	2,870,170	4,146,420	
Montreal, bus.3,263,633	3,269,401	4,599,370	930,989	
New York, bus.1,234,000	.....	1,111,000	.....
Omaha, bus.... 790,000	1,022,000	880,000	1,030,000	
Peoria, bus.... 694,500	872,250	630,500	709,400	
Phila., bus.... 437,265	186,914	477,564	19,905	
St. Joseph, bus. 192,000	86,000	64,000	34,000	
St. Louis, bus.1,736,000	1,944,000	1,502,000	649,170	
Superior, bus.... 734,458	927,052	1,583,193	983,737	
Toledo, bus.... 248,050	954,100	326,040	180,190	
Wichita, bus.... 33,000	7,500	9,000	3,000	
Ft. Worth, cars 208	112	56	37	
Los Angeles, cars 81	57	.....	.....
San Francisco, tons	2,204	1,237	.....	.....

*4 weeks ending Nov. 28.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Rockton, Ill., Dec. 1.—Farmers are still taking the "hold attitude" on all grains, hoping for better prices.—C. E. Phelps.

Cairo, O., Nov. 27.—Corn huskers are in their prime, and the corn is of good quality and moving rapidly.—Cairo Farmers Elevator Co.

Odoholt, Ia., Dec. 7.—Very little field corn has been marketed here so far. About 200,000 bus. of pop corn has been delivered.—Farmers Elevator Co.

Goodenow, Ill., Dec. 7.—Corn is running about 25% moisture, but we are taking it in nevertheless.—A. C. Kieper, mgr., Farmers Grain Co.

Crete, Ill., Dec. 7.—Farmers are holding their corn as much as possible. Other grain is moving fairly well.—Edw. Schultz, mgr., Wm. Werner & Son.

Beecher, Ill., Dec. 7.—Farmers are holding their corn and it is just as well. The crop is so wet that it is dangerous to handle.—J. C. Werner, Wm. Werner & Son.

New Weston, O.—Dec. 1.—The car situation is bad here which interferes considerably with shipping. No wheat is to be had, however.—G. L. Toman, mgr., Farmers Central Grain Co.

Sollitt, Ill., Dec. 7.—Grain movement to date has been pretty fair, the not as good as in former years. A tendency is shown to hold corn.—W. H. Langreder, agt., Paul Kuhn & Co.

Riverton, Ia., Nov. 17.—Corn is averaging 50 bus. or better. We are shipping average car of corn from each station. New corn is now moving in volume.—Good Bros. Seed & Grain Co.

Rye Movement in November

Receipts and shipments of rye at the various markets during November, as compared with November, 1924, were as follows:

	Receipts	Shipments	Receipts	Shipments
	1925	1924	1925	1924
Baltimore, bus. 2,716	606,778	.....	655,992	
Chicago, bus... 651,000	2,386,000	17,000	14,000	
Cincinnati, bus. 2,400	19,600	.....	15,400	
Duluth, bus... 1,073,447	5,104,895	730,374	4,540,744	
*Ft. Wm., bus. 631,965	.....	690,844	.....
Indiapolis, bus... 3,000	17,000	1,400	18,400	
Kans. City, bus. 24,200	47,300	4,400	51,700	
Milwaukee, bus. 38,205	343,380	32,390	143,980	
Minneapolis, bus. 762,150	714,570	260,740	735,870	
Montreal, bus. 228,921	1,715,193	503,058	3,666,079	
New York, bus. 227,500	.....	216,000	.....
Omaha, bus... 46,200	166,600	19,600	155,400	
Peoria, bus... 40,150	.....	1,200	42,000	
Phila., bus... 164,228	113,078	.....	71,759	
St. Joseph, bus. 4,500	.....	.....	.....
St. Louis, bus. 5,200	1,300	2,600	9,590	
Superior, bus. 545,801	1,485,364	487,624	1,575,941	
Toledo, bus.... 8,400	54,000	1,500	1,255	
Wichita, bus. 1,200	.....	1,200	.....
Ft. Worth, cars 2	3	.....	2	
Los Angeles, cars 3	.....	.....	.....

*4 weeks ending Nov. 28.

Barley Movement in November.

Receipts and shipments of barley at the various markets during November, as compared with November, 1924, were as follows:

	Receipts	Shipments	Receipts	Shipments
	1925	1924	1925	1924
Baltimore, bus. 344,851	997,123	189,106	734,938	
Chicago, bus... 492,000	1,127,000	111,000	883,000	
Cincinnati, bus. 5,600	4,200	.....	.....
Duluth, bus.... 995,877	1,936,549	1,145,583	2,141,618	
*Ft. Wm., bus. 4,855,719	.....	4,014,902	.....
Kans. City, bus. 55,500	84,500	24,700	18,200	
Milwaukee, bus. 822,980	1,136,540	159,419	460,118	
Minneapolis, bus. 2,228,950	2,756,500	1,066,030	1,926,940	
Montreal, bus. 2,394,011	601,752	4,362,487	1,282,635	
New York, bus. 2,111,900	.....	2,225,000	.....
Omaha, bus... 49,600	60,800	40,000	91,200	
Peoria, bus.... 64,400	102,200	36,400	38,400	
Phila., bus.... 55,674	149,737	66,874	199,216	
St. Joseph, bus. 3,500	3,500	.....	35,000	
St. Louis, bus. 219,200	166,400	43,200	59,720	
Superior, bus.... 984,273	2,119,779	2,251,300	.....
Toledo, bus.... 1,200	3,600	.....	.....
Wichita, bus.... 8,400	4,800	.....	1,200	
Ft. Worth, cars 13	36	6	15	
Los Angeles, cars 193	112	.....	.....
San Francisco, tons	34,187	22,216	.....	.....

*4 weeks ending Nov. 28.

Fall Creek, Wis., Dec. 1—Two cars of buckwheat have been shipped out so far this season and about 2 more cars will be shipped from this territory. Last year the shipped crop totaled only 3 cars.—Niebuhr & Son.

Lakewood (Rock Rapids p. o.), Ia., Nov. 24.—The corn crop here is very small and has all been cribbed. It will be absorbed by local feeders with only scattered shipments.—Geo. H. Rogen, mgr., Lakewood Farmers Elevator Co.

Fort Williams, Ont., Nov. 30.—Forty-one boats loaded with 10,000,000 bus. of wheat here and at Port Arthur were ready tonight for shipment to eastern lake ports. Some of the grain will doubtless be held at Buffalo for winter storage, but many grain men contend most of it will clear for abroad before the middle of January. Navigation closes Dec. 12 and it is predicted that 40,000,000 bus. of grain will leave the head of the lakes before that date.

Winnipeg, Ont.—Winnipeg grain records since the opening of the season until Nov. 30 show over twice as much as last year. Up till midnight on the last day 226,622,567 bus. of grain has been inspected, compared with 104,380,968 bus. a year ago. Boat shipments totaled 184,938,222 bus. compared with 117,084,876 bus. Government inspections of all grains of this year's crop total 244,942,697 bus. 92.2% of this passing thru Winnipeg and the balance thru Vancouver.

Vancouver, B. C.—The embargo prohibiting the shipment of grain to this city was amended by the Canadian National Ry. on Dec. 4 to permit straight grade grain to be shipped under control of permit. Permits will be issued to shippers, exporters and others who can present documents showing they have actually contracted for the movement of such grain by steamer from Vancouver. The arrangement results from a resolution adopted by the Vancouver Merchants Exchange and the grain trade.

Washington, D. C., Dec. 8.—The Department of Commerce announces statistics on wheat ground and wheat-milling products, by months. For October 869 companies reported 1,017 mills, 23 of which were idle during the month, and these mills produced approximately 89 per cent of the total wheat flour reported at the biennial census of manufactures, 1923. The 1,050 mills reporting for September produced 89 per cent of the flour reported in 1923. The October output was 10,687,046 bbls. flour and 903,470,360 lbs. wheat offal from 49,600,222 bus. of wheat ground; against 11,370,583 bbls. flour and 977,381,222 lbs. feed in October, 1924, from 51,862,915 bus. wheat.

Calendars We Have Received.

The Pennsylvania railroad system is distributing calendars bearing a large painting of the "Broadway Limited," crack passenger train between Chicago and New York, in full colors.

John E. Brennan & Co., Chicago commission merchants, are distributing a 1926 calendar which is large enough to tell at a glance the date even tho hung on a wall 20 ft. away. It is done in red and black and shows the quarterly moon changes.

Edward R. Bacon Grain Co., of Chicago, has favored us with a new 1926 calendar, which bears a large sketch of one of its terminal elevators equipped with marine legs.

Corn Movement in November

Receipts and shipments of corn at the various markets during November, as compared with November, 1924, were as follows:

	Receipts	Shipments	Receipts	Shipments
	1925	1924	1925	1924
Baltimore, bus. 41,296	36,608	.....	.....	.....
Chicago, bus... 7,324,000	6,347,000	2,737,000	2,508,000	
Cincinnati, bus. 562,800	433,900	288,490	255,400	
Duluth, bus... 34,184	3,127	.....	175,000	
Indianapolis, bus. 2,447,000	2,113,000	1,648,000	1,464,000	
Kans. City, bus. 775,000	1,738,750	353,750	426,250	
Milwaukee, bus. 414,200	201,173	115,325	205,025	
Minneapolis, bus. 708,230	383,980	409,830	295,280	
Montreal, bus. 38,182	23,878	21,211	788	
New York, bus. 546,500	.....	.....	.....
Omaha, bus.... 1,457,400	529,200	897,400	397,600	
Peoria, bus.... 2,138,550	1,367,450	1,288,900	731,600	
Phila., bus.... 2,146,142	29,346	.....	.....
St. Joseph, bus. 636,000	714,000	367,500	340,6	

Future Trading System of Real Service

By B. F. Benson, before the Farmers' Grain Dealers Ass'n of South Dakota

Future trading has received a great deal of attention, particularly the past four years. The Agricultural Com'te of the 66th Congress devoted weeks to this subject because of the drastic decline in prices during the years 1920 and 1921.

The Federal Trade Commission spent years investigating the Grain Exchanges and released many volumes treating every phase of marketing, and I simply want to quote very briefly some of the causes that the Commission attributed to this decline.

"The severe decline in prices of export grain in 1920 and the low prices in 1921," reported the Commission, "were chiefly due to the various adverse factors in the general situation of the world marketing such large crops at home and abroad. General business depression, unfavorable exchange rates, and limited purchasing power, and credits in foreign markets."

Evidence available does not establish manipulation of wheat prices by large operators in futures, nor that the recent low average or downward trend of wheat prices has been due to a speculative manipulation."

Even the farm bloc heard testimony, and there would undoubtedly have been legislation cutting out futures trading if this Congress found it necessary or advisable.

Grain Futures Act.—In 1922 Congress passed what is known as Grain Futures Act. This law gives the Sec'y of Agriculture broad and general authority to supervise all grain exchanges who have been recognized as futures market, having been licensed in compliance with the act.

Reports early in the fall indicated a substantial shortage of wheat last year, especially in the countries that raised more wheat than they consumed, resulting in an unusual demand for our exportable surplus. The speculator sensed this situation and unquestionably stimulated the advance. My point is, however, that it was possible to market one of our largest wheat crops on a steady and advancing market, for the most part, when the receipts, especially to the northwestern terminals of Minneapolis and Duluth, were limited to the facilities of the market places, to the maximum of their unloading and reloading facilities.

Would this have been possible without the functioning of a futures market? Then developed what has been termed a speculative craze in this country and Canada that has been unprecedented, carrying wheat prices well over the \$2 market, then came the crash, late in February and March, and the exchanges came in for very severe criticism, when as a matter of fact the public had taken over the market and there was what might be termed excess speculation resulting in abnormal high prices that of necessity would react.

The grain exchanges realize their obligations to the grain dealers, the producer, the consumers and the general public, and are perhaps more anxious than any other interests to maintain a futures market that will lend itself to the continuous economic value to the grain trade in its entirety. The farmer and the consumer, in offering the hedging facilities that has made it possible to carry on the vast grain business of the country on a very close margin, as between producer and the consumer, and no one who is impartial and who is at all conversant with our system of marketing will question this statement.

Our present system of marketing is the product of about 75 years' development. It has shown its weakness and many constructive and beneficial changes have been made, and when experience and good judgment sees the wisdom of further changes they are sure to follow. No one, with even a superficial knowledge of grain marketing, will contend that our system of futures trading is perfect. I don't believe that an argument can be made in justification of it, that it maintains higher values for grain or that it causes a lower level of prices, but I am confident that it does reflect, barring a few abnormal situations, the natural and old law of supply and demand, and those who have sought to ignore this law, whether they are dealing in futures or in the cash commodity, invariably pay the price.

Advantages afforded the grain trade in its entirety. With the seasonal movement of the crop, which has characterized it in every year, I think it is conservative to say that perhaps between 50 or 60% or more of the present crop in the northwest has moved to market during three months. Now the consumptive demand never equals this surplus movement, so we have large terminal facilities at the market centers where this surplus can be carried until the demand is found. The aggregate of this surplus, at times, becomes very large, and the past two years has witnessed from 80 to 90% of all of the terminal facilities at Minneapolis and Duluth, which aggregates about 80,000,000 bushels being well used.

Speculation Carrying Surplus Grain.—Can one conceive of the colossal speculation in carrying this surplus grain on a very close margin, as it is now carried without hedging facilities. This grain, of course, is all hedged, and the bankers of the country look upon terminal warehouse receipts with favors, and it enjoys high credit standing, because the banks well know that regardless of any material fluctuation either way, the grain is properly hedged, and no loss will be sustained on that score.

The millers must continue to operate their mills. They make their flour sales months in advance of the delivery on their contract, and they often cover their sales by future purchases, which in turn are liquidated by the purchase of the actual wheat. Then, too, they must grind, even though they have no immediate sales or future sales of flour, and often they carry a substantial surplus of flour that is not sold, and in that case they would sell wheat as an offset or a hedge against their unsold stock.

The exporter sends out his quotations to his trade based on the current futures market, and his acceptance means the immediate buying of futures sufficient to cover the sales. Then wide use is made of the futures market by the merchandisers of wheat and coarse grains. Interior mills and dealers use the futures market, as do the exporters and others for hedging purposes solely, and it doesn't mean that a bushel of the grain will be handled at that particular market, for the trade uses the broadest market, namely the one where he can get in and out the quickest; consequently it is difficult to see where hedging leaves off and where speculation begins; furthermore, delivery isn't made on hedged trades, instead the cash is purchased and the futures bought back in.

Now we come to the country shipper. All grains, as you well know, is bought on a very close margin. Competition is very keen at the local station, and if the buyer over-grades or under-docks, as is often done, he sometimes finds that when the cars are sold, instead of showing a fair profit, there is very little or no profit, and sometimes a loss. He uses the futures market as a hedge against purchase, and to avoid losses on a market decline. Now, I appreciate, that there are times on advancing markets when the dealers are long, it is possible to show better than the close margin gain he secures when he hedges. It has been my observation, however, over a period of many years that the elevator company that makes the proper use, or I might say the best use of the futures market, as their hedging protection, will come through with the best showing for a term of years. There is still sufficient evidence over the northwest, where very severe losses were sustained in 1920 and '21 where the dealer did not protect his purchases. I made mention of the credits that were extended to the dealers at the terminals because of the hedging security, and the same, of course, applies to a very large extent, at least, to the shipper at country points.

Managers of elevator companies appreciate, I know, that using the hedging facilities with care does not give them full protection. They still have the elements of premiums over the

futures market to deal with, and this year above all this has been a real problem to the elevator companies because of the unprecedented amount of storage he has and is carrying. The elevator companies who have ample storage facilities carrying their stored grain in their elevators are the exception and not the rule.

For the most part they must ship their grain in order to have sufficient bin room to take care of their current receipts and their only protection against an advancing market, on any stored grain shipped out, is the buying of futures to off-set the sales, or securing storage space at the terminals, and this year has witnessed more grain stored at the terminals than any year of which I have any knowledge. I know of many elevator companies who have storage liability ranging from \$10,000.00 to substantially over \$100,000.00, and a substantial advance in premiums, particularly on the better grades of durum and spring wheat, where from 25 to 50,000 bushels or more has been shipped out and sold, a shipper can sustain a very snug loss. This situation, of course, works both ways and it would be my best judgment that for a term of years the shipper who uses the futures market as his protection against stored grain that he must ship out, where he collects full storage charges, usually comes through with a fair average. There are, of course, exceptions, and to play absolutely safe, if you the country shipper places his wheat in storage, and he off-sets the storage charges at the terminal with the storage he collects, he is conserving his margins, or very nearly so.

There is what is termed a carrying charge, from the current futures month to the deferred futures. This spread varies depending, of course, on conditions, but usually it is based on the cost of carrying the commodity from the time it is placed in store until the deferred period. This year there was an exception, so far as wheat is concerned. It was possible to transfer your December futures to May at from about 1c spread to as high as 2c advantage, depending on the time selected to make the transfer. This would indicate that there is an unusual demand for the December contract or delivery, and in this case that was very much in the dealer's favor.

Understand that you are going to have a discussion on this subject, and this matter will undoubtedly be brought out more fully later.

I have a statement which has been compiled by a public chartered accountant, and they have made a very interesting analysis of 25 farmers elevator companies in South Dakota as to handling costs, etc. I want to quote one paragraph from this statement:

"These twenty-five firms realized a gross trading profit (before expenses are deducted) of \$187,540.56 on their grain business. An average of \$7,501.62 per company or 3.52c per bushel. The net grain profits were \$82,559.31 or an average of \$3,302.37 per company—1.55c per bushel. (Gross profits or margin per bushel varied from a loss of 6.82c to a profit of 10.29c, while the net varied from a loss of 9.34c to a profit of 7.59c. Both the extremes were the results of speculation thru the improper handling of hedges.)"

This statement is very significant and confirms, as stated formerly, that by the proper use of the hedging facilities, the average shipper will make the best showing for a term of years and will avoid the serious losses that were sustained that we are all too familiar with during the crop year of 1920 and '21.

Speculation in futures. There is no doubt that speculation does unduly influence the market both ways, temporarily placing values out of line by either carrying it excessively high, or

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for December delivery at the following markets for the past two weeks have been as follows:

Nov. 25.	Nov. 26.	Nov. 27.	Nov. 28.	Nov. 30.	Dec. 1.	Dec. 2.	Dec. 3.	Dec. 4.	Dec. 5.	Dec. 7.	Dec. 8.	Dec. 9.
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WHEAT.

Chicago	162	165 1/4	163 7/8	166 1/4	171	171 1/2	178 1/2	174 1/2	178	179 1/2	176	178 1/2
Kansas City	157 1/2	159 1/2	158	160 1/2	164 1/2	165 1/2	170	167 1/2	170 1/2	172 1/2	169	170 1/2
St. Louis	165 1/2	167 1/2	166 1/2	168 1/2	172 1/2	173 1/2	177 1/2	175 1/2	177	177 1/2	176	176 1/2
Minneapolis	154 1/2	157	155 1/2	158 1/2	164 1/2	164 1/2	170 1/2	167 1/2	170 1/2	171 1/2	168 1/2	169 1/2
Duluth (durum)	135 3/4	138 1/4	135 1/2	137 1/2	143	142 1/2	149 1/2	147	149 1/2	152	148 1/2	150
Winnipeg	144 1/2	149 1/2	147 1/2	144 1/2	146 1/2	153 1/2	152 1/2	160 1/2	159 1/2	162	164	158 1/2
Milwaukee	161 1/2	165	163 1/2	166	170 1/2	172	178 1/2	174 1/2	177 1/2	179 1/2	176	178 1/2

CORN.

Chicago	74 1/2	73 1/2	72 1/2	73 1/2	73 1/2	76	78 1/2	77 1/2	77 1/2	78	78 1/2	81 1/2
Kansas City	72 1/2	71 1/2	71 1/2	72	71 1/2	74 1/2	76 1/2	75 1/2	76	76 1/2	75 1/2	78 1/2
St. Louis	73 1/2	72 1/2	71 1/2	72 1/2	72 1/2	75 1/2	77 1/2	76	76 1/2	76 1/2	77 1/2	79 1/2
Milwaukee	74 1/2	73 1/2	72 1/2	73 1/2	73 1/2	76 1/2	78 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2

OATS.

Chicago	38 1/2	38 1/2	38 1/2	38	39 1/2	40	41 1/2	40 1/2	41 1/2	42	41 1/2	42 1/2
Kansas City	39 1/2	39 1/2	39 1/2	38 1/2	39 1/2	41 1/2	41 1/2	41 1/2	42	42 1/2	42 1/2	39 1/2
St. Louis	34 1/2	34 1/2	34 1/2	34 1/2	35 1/2	36 1/2	37 1/2	37 1/2	38 1/2	38 1/2	38 1/2	38 1/2
Milwaukee	44 1/2	46 1/2	45 1/2	45	45 1/2	46 1/2	45 1/2	48 1/2	47	48	48 1/2	47 1/2

RYE.

Chicago	89 1/2	91 1/2	89 1/2	89 1/2	92 1/2	93 1/2	98 1/2	96 1/2	102 1/2	106 1/2	105	106
Minneapolis	85 1/2	87 1/2	85 1/2	86 1/2	89 1/2	90 1/2	95 1/2	94 1/2	99 1/2	104 1/2	104 1/2	104 1/2
Duluth	85 1/2	88	87	87	91	91	95 1/2	94 1/2	100	103 1/2	103 1/2	103 1/2
Winnipeg	88 1/2	93 1/2	90 1/2	89	90 1/2	92 1/2	97 1/2	97	100	104 1/2	104 1/2	106 1/2

BARLEY.

Minneapolis	62	62 1/2	62 1/2	61 1/2	61 1/2	62 1/2	63 1/2	63 1/2	65 1/2	65	65 1/2	65 1/2
Winnipeg	62 1/2	63 1/2	62	61 1/2	61 1/2	62 1/2	63 1/2	66	65	66 1/2	66 1/2	63 1/2

All U. S. exchanges closed Nov. 26, Thanksgiving Day. *New style.

extremely low. With this in mind, the grain exchanges, have of their own motion and in conformity with the Secretary of Agriculture instituted what is termed an emergency rule, whereby the Board of Directors by a two-thirds vote, giving 10 hours notice, may suspend futures trading temporarily after a minimum advance or decline of 5% over the previous day's close. What is known as a business conduct committee has been appointed, and this committee, in conjunction with the president of the exchange, together with the president and secretary of the clearing house ass'n have the authority to call to question any line that might be considered excessive or detrimental to the proper functions of the futures market.

This is further evidence that the Grain Exchanges are extremely anxious to do everything in their power, placing every safeguard around its transactions, consistent with the best business methods and ethics of this century.

While the speculator, unquestionably gives us some trouble, yet he is a necessity, and if he was not in the market, to some extent at least, we would not now need to consider future trading, because it wouldn't be possible to carry on this essential function without some speculations. The speculator gives the continuity to the market, and takes up what is often termed the slack, and incidentally carries our surplus stocks, at our terminal centers during the interim when the surplus grain is placed in storage, awaiting the consumers demand.

I think what Justice Hughes, of the United States Supreme Court had to say, is worthy of repetition here:

"Speculation consists in forecasting changes in value and buying and selling to take advantage of them." And then Justice Holmes pointed out:

"In a modern market contracts are not confined to sales for immediate delivery."

"People will endeavor to forecast the future and make agreements according to their prophecy," he said. "Speculation of this kind by competent men is the self-adjustment of society to the probable. Its value is well known as a means of avoiding catastrophes, equalizing prices, and providing for periods of want. It is true that the success of the strong induces imitation by the weak, and that incompetent persons bring themselves to ruin by undertaking to speculate in their turn."

No criticism on advancing market.—There seems to be no criticism in the northwest when we have an advancing market, yet few people seem to take cognizance of the fact that futures trading makes it possible to carry on the business; it represents supply and demand.

The criticism comes when the market goes down and then legislation is talked.

The rust scare in Argentina of today caused abnormal fluctuations, but before futures trading was established the rises and falls were of greater magnitude than they are today.

I am confident that through sane and constructive co-operative efforts, we will accomplish more in maintaining and perfecting our American system of marketing, which has so clearly demonstrated its value in the past than we can ever hope to acquire through legislative enactment, that some of our legislators seem

to think, at least they say so, will cure all of our economic ills. We may want to give them credit for being sincere, but surely all interested must call their so-called panaceas in to question when their proposed laws run counter to economic law, the fundamental laws of supply and demand and good business sense.

Volume and Open Trades on Chicago Board.

Revised figures showing the daily volume of trading in grain futures on the Board of Trade of the City of Chicago during the month of November, 1925, together with monthly totals for all "Contract Markets" as reported by the Grain Futures Administration of the U. S. Department of Agriculture. The figures listed represent sales only, there being an equal volume of purchases. Expressed in thousand bus., i. e. (000) omitted:

November	Wheat	Corn	Oats	Rye	Total
2	48,794	12,900	2,014	841	64,549
3	47,556	11,232	1,004	670	60,462
4	41,367	16,103	1,576	522	59,568
5	40,157	12,801	2,178	677	55,813
6	53,379	11,287	3,857	458	68,981
7	30,051	6,427	997	267	37,742
9	35,540	10,741	1,413	221	47,915
10	32,692	7,294	1,819	166	41,971
12	48,661	11,395	1,605	505	62,166
13	72,119	25,182	2,389	716	100,406
14	50,337	12,239	2,960	588	66,124
16	50,495	9,794	1,171	793	62,253
17	78,179	15,134	3,338	1,810	98,461
18	49,479	11,106	4,097	1,824	66,506
19	73,297	13,086	5,085	2,037	93,505
20	78,436	8,098	2,198	2,808	91,540
21	45,156	14,051	2,298	1,491	62,996
23	69,895	17,230	3,775	1,409	92,309
24	77,404	15,933	3,139	3,181	99,657
25	51,705	10,926	3,864	1,353	67,848
27	62,935	13,212	7,055	2,234	85,436
28	56,533	10,668	6,546	2,077	75,824
30	66,536	20,654	18,411	2,902	108,503
Total Chicago Board					
of Trade 1,260,703 297,493 82,789 29,550 1,670,535					
Year ago 1,118,467 516,003 175,346 88,829 1,898,645					

"Open contracts" in futures on the Chicago Board of Trade for November, 1925. ("Short" side of contracts only, there being an equal volume open on the "long" side.) Bushels—"000" omitted:

November	Wheat	Corn	Oats	Rye	Total
2	116,693	53,343	49,483	12,469	231,988
3	116,250	53,152	49,484	12,507	231,393
4	115,970	53,324	49,568	12,600	231,462
5	116,581	54,607	49,584	12,620	233,332
6	117,842	55,462	50,269	12,707	236,380
7	120,417	55,354	49,971	12,755	238,497
9	120,037	55,284	49,928	12,747	238,399
10	120,663	55,977	49,967	12,721	239,328
12	120,891	55,415	49,808	12,532	238,646
13	113,656	56,136	49,818	12,429	232,039
14	112,825	57,042	49,985	12,244	232,096
16	110,338	57,071	50,322	12,235	229,966
17	107,739	56,842	50,626	12,193	227,490
18	107,124	56,354	50,361	12,225	226,064
19	110,151	56,940	50,386	12,237	229,714
20	110,605	57,324	50,423	11,960	230,312
21	108,992	57,862	50,443	11,921	229,218
23	110,770	58,034	50,941	10,335	230,080
24	109,149	57,841	50,879	9,926	227,795
25	106,934	58,315	51,027	9,807	226,083
27	108,187	57,586	50,922	9,565	226,260
28	109,174	57,407	50,261	9,498	226,340
30	109,546	55,041	50,386	9,549	224,522

Market in Mexico for American Corn.

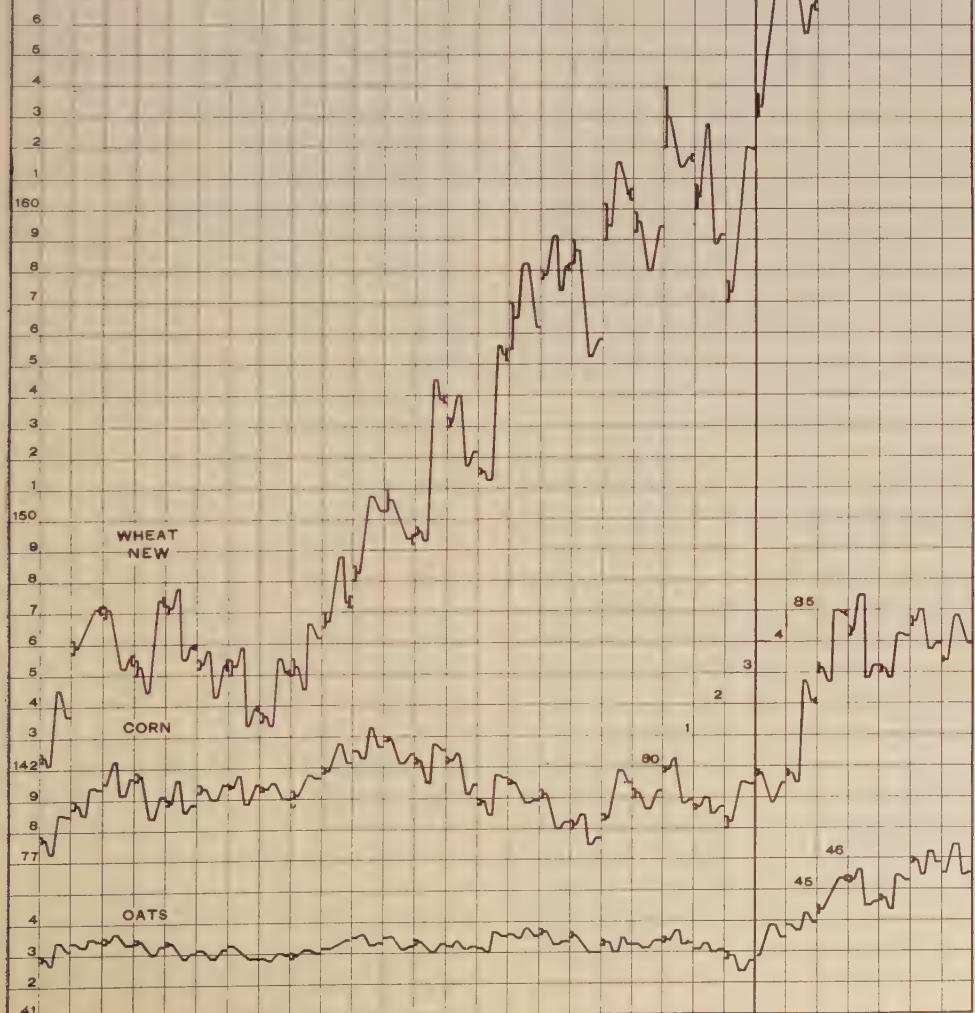
High freight rates prevalent in Mexico make it impossible to utilize native corn in the sea-coast towns, which have been importing from the United States.

The first order for American corn in the Mexico City district of the year was for approximately 45,000 bus., of which practically 30,000 bus. will come by rail through Laredo to Mexico City, and the remainder via New Orleans to Vera Cruz by water. All of this corn is coming from Kansas, it is understood. Although the shipment of corn for the first eight months of 1925 greatly exceeds shipment from the United States for the whole of 1924, most of this corn was for consumption in the coastal towns of Tampico, Vera Cruz, and the Isthmus and Peninsula districts.

Now interior corn mills will have to come into the market on account of the practical exhaustion of last year's very small corn crop, estimated at 47,713,000 bus., or less than 50 per cent of a normal crop. This buying of American corn was facilitated by the recent removal of the duty of two centavos (1 cent) per kilo (2.20 lbs.) gross weight, which exemption has been extended indefinitely.

Chicago Futures

May Del'y



Should Country Elevators Clean Small Grain?

By Charles Thomson, Miller, S. D.

The Equity Union Exchange of Miller has made a practice of cleaning wheat for shipment for a number of years and the results justify us in claiming that it pays to have a cleaner in the elevator, and to use it.

We have not found it advisable to clean all of the wheat to be shipped. Heavy test wheat, showing dockage of less than 5%, may better be shipped without cleaning, but all wheat of whatever test weight and carrying a dockage greater than 5% can be profitably cleaned.

We use an ordinary cleaner and do not try to clean down close. We have not found it profitable to do so with our cleaner. The wheat crop in our vicinity this year averages about 54 pounds test weight and carries an average dockage of about 8%. So this year we cleaned practically all of the wheat which we handled.

A careful computation of cost, taking into account the cost of our cleaner and motor, as well as repairs, power and labor, runs between eight and nine-tenths of one cent per bushel. Taking into consideration that there is a little very light wheat which goes out with the chaff, we count our cost for cleaning at 1c per bushel. The greater part of the work of cleaning is done by our second man when he has nothing else to do, so that the cost to the elevator is less than 1c per bushel for cleaning.

The average percentage of dockage being cleaned out is about 4%. Of this 4%, about 3% has feed value and 1% is worthless stuff. In cleaning, there is drawn off a percentage of the light wheat. We mix this light wheat with the coarse screenings mentioned above and find a ready market for it at our elevator door.

In fixing the selling price of this feed, we are careful in analyzing it to determine just what percentage of the whole is made up of small wheat. This analysis is important because, in fixing the price for which we are to sell, we must be sure to obtain the full average value which we have paid for the wheat from which the screenings were taken.

In case an elevator buys 1,000 bushels of No. 4 wheat containing an average of 8% dockage and pays for the wheat \$1.20 per bushel, this 1,000 bushels of wheat can be cleaned with the results shown below:

Dockage saved, 40 bu. @ 30c.....	\$12.00
Freight saved on 40 bus.....	5.50

\$17.50

10.00

Cost of cleaning.....

Net gain by cleaning.....

\$ 7.50

In cleaning this 1,000-bu. lot of wheat, about 30 bus. of light wheat are drawn out and are mixed and sold with the screenings. Since the 30 bus. were sold at the average cost of wheat, to-wit: \$1.20 per bu., there was, of course, neither a gain nor a loss in respect to the 30 bus. of wheat.

Now, when 30 bus. of light wheat have been drawn from 1,000 bus., it is obvious that the test weight of the wheat which is now ready to be shipped has been raised so that the shipper may expect a higher price for his wheat than he would have received had he shipped the same without cleaning and, whatever that gain may be, can be added to the \$7.50 gain shown heretofore.

An analysis of our screenings which we made a couple of weeks ago showed them to be running in proportion of 40 pounds of light wheat and 60 pounds of other feeds and sticks and worthless seeds. We therefore valued our screenings, as follows:

Light wheat, 40 lbs. @ 2c per lb., 80c; and feed grains, seeds and trash, 60 lbs. @ 1/2c per lbs., 30c; total, \$1.10. We, therefore, sold our

screenings at \$1.10 per 100 lbs. at that time, as we were paying 80c then for wheat.

It frequently occurs that an elevator receives a considerable quantity of wheat containing a large percentage of either barley or oats. In such cases, the barley and oats part of the screenings can usually be more profitably disposed of by running them into the oats or barley bins.

The question naturally arises, if cleaning wheat with an ordinary cleaner, reducing the percentage of dockage from 8% to 4%, can be made profitable, is it not likely to be more profitable to equip the elevator with a modern cleaning plant which at a cost of not more than 1c per bushel, will reduce the dockage to less than 1%?

Adjusting Production to Market Requirements.

H. R. Tolley of the U. S. Bureau of Agricultural Economics, on the subject "Adjustment of Agricultural Production to Market Requirements," delivered an address at the 7th annual meeting of the National Ass'n of Marketing Officials at Chicago Dec. 1 from which the following is taken:

Weather Wrecks Adjustment Plans.—An important point, a very disturbing one to many who have been giving thought to this problem, is the fact that the weather has such a pronounced influence upon production that even the most carefully planned program may fall far short of supplying the requirements of the market for a particular commodity in a year when the weather is unfavorable. On the other hand a season with very favorable weather may bring a volume of production much larger than the requirements of the market, and prices may fall to the point where the producers will actually realize less for the large volume of production than they would have realized for a volume more nearly in line with the requirements of the market.

A vast amount of investigational and educational work must be done before we will be in position to give farmers all the help they need on the problem. One thing we must remember, however, is that thoughtful farmers everywhere are endeavoring to keep their production adjusted to the conditions of the market. Such men are eager for all the information and suggestions they can secure from agencies, in whose ability and integrity they have confidence.

The point of view of those who prepare the outlook reports is well stated in the opening paragraph of the report for 1925 of the Bureau of Agricultural Economics issued last February. It is as follows: "Orderly production for agriculture is the end in view in preparing this report. Farmers who determine what to produce and how much to produce on the basis of prices which will probably prevail at the time when the product will be ready for market stand a much better chance of securing a profit than those who are guided entirely by prices at planting or breeding time. This report has been prepared to provide a better base upon which farmers make plans for the coming season, and especially to aid leaders in the cooperative movement in formulating production and marketing programs. It is based upon surveys of conditions affecting agricultural production and demand at home and abroad at the present time."

The surveys of the production, distribution and consumption of agricultural products in specific areas, especially in areas of growing urban population, are doing much to help focus attention on opportunities for profitable adjustments.

In these surveys the markets within the area are analyzed to determine the quality and quantity of products demanded, the source of supply, the prices paid, and the marketing methods followed. The markets outside the area for products that are produced or can be produced in excess of local requirements are studied in the same way. An inventory of agricultural production in the area is made. The most effective production methods and practices are studied; and an effort is made to determine the possibilities of profitable expansion in production. The objective is to obtain a sound economic basis for suggesting and recommending programs of production and marketing that will result in the improvement of agriculture in the area.

The fullest co-operation of all agencies is

essential to the successful completion of a survey. The information needed to understand the situation can be obtained only from local organizations and individuals who have an intimate knowledge of local conditions.

Objections to this Line of Work.—It might be well to state specifically that the objective in these surveys is not to determine the food requirements of the area and then to endeavor to induce the farmers in the area to devote all of their efforts to supplying these requirements, since this opinion seems to prevail in some quarters.

A few weeks ago when I mentioned the New Orleans survey to a graduate student in Agricultural Economics in one of our leading colleges, he asked: "Do you really think it would pay all the cotton farmers, and the sugar cane producers and the strawberry growers of Louisiana to reduce the production of these crops to the point where they will just supply the needs of New Orleans and the surrounding territory and to increase the production of other commodities to the point where there will be no need to ship into the area any agricultural products from distant points?"

We heartily agree with him and with all the other "conscientious objectors" to this line of work that this would indeed be a rash hypothesis on which to base a program for the farmers of Louisiana or any other state. Our transportation system, our methods of communication, and the marketing mechanism in general have developed to the point where the cost of a long haul to market from a distant area is often balanced by a slight advantage in soil and climate.

To return to the opening questions. What does it mean? If adjustments are made intelligently it will mean an approach toward more stabilized production, without the violent changes and fluctuations that now occur. It will mean that farmers will have their operations constantly in tune with the economic conditions which in turn will mean less fluctuation in the returns from farming and in general would help to keep our agriculture on an even keel.

What can farmers do about it? They can continue to do what thoughtful farmers have been doing about it since agriculture changed from a self-sufficing to a commercial basis, that is, make such adjustments as the information they have and their knowledge of how to use it will permit them to make. As the cooperative effort is applied to formulating production programs as it is now in the marketing field, and as more and better information becomes available, adjustments will become more and more effective.

Right of Exchanges to Prohibit Broadcasting of Market Quotations.

John P. Bowles, cattle broker, began suit recently against the Chicago Live Stock Exchange for an injunction restraining the Exchange from supervising the broadcasts of live stock information and quotations.

The Chicago Live Stock Exchange passed a resolution effective Dec. 1, which prohibits any member of the exchange from broadcasting live stock quotations and information or furnishing such information to broadcasting stations. The John P. Bowles Company has for the past six months been broadcasting the current market quotations by remote control direct from the yards through station WHT.

Bowles claims he has the same right to use the radio as an advertising medium as he would employ newspapers or magazines.

Officials of the Exchange contend that Bowles' broadcasting has given him a preferential choice of the business of cattle shippers, to the disadvantage of members not broadcasting.

A "heads I win and tails you lose" scheme was worked on a private wire office at Ottumwa, Iowa, recently by a farmer who bought a future and gave worthless checks as margin. The market dropped and they had him in court for obtaining \$4,334.34 by false pretences. As the checks were no good that was the amount of the broker's loss. If wheat had advanced the farmer might have drawn down the profit, undiscovered.

Abrogation of the law prohibiting county agents from taking active part in the cooperative movement among agricultural producers was requested of the Sec'y of Agriculture by the National Grange at its recent San Francisco meeting. The resolution was adopted by a vote of more than two to one, altho the delegates from Ohio and Michigan vigorously opposed this spending of public money to foster competition in trade.

New Fireproof Grain Elevator at Halifax.

On November 4th, the new elevator of the Dominion Department of Trade and Commerce at Halifax, N. S., received its first grain, which was unloaded from the SS. "Ellerdale" which had grounded off Newfoundland and was obliged to have its cargo transferred. This elevator, which is of fireproof construction, is located at the new ocean terminals about 700 feet inshore from Pier "A." The storage capacity is 1,032,000 bushels. The foundations rest on solid rock.

The plant consists of a working house 64 feet x 66 feet and 204 feet high, a storage house 216 feet x 70 feet and 130 feet high and a trackshed 92 feet x 42 feet and 36 feet high. On Pier "A," over Shed No. 25, has been built the conveyor gallery for loading vessels. This gallery is 601 feet long and connects to the elevator by a gallery 676 feet long which crosses the railway yard.

The working house is built in two parts; the lower, of concrete, consists of ground floor with boot pits for legs, and the upper, of structural steel, with corrugated metal siding and concrete floors and roof, consists of cupola and shipping room. The principal equipment includes 2 receiving legs, 2 shipping legs, two 2,000-bushel Gurney receiving hopper scales, each with a 2,400-bushel garner above, and two 1,000-bushel hopper shipping scales with 2,400-bushel garners above and four 2,800-bushel garners below.

A cleaner house, incorporated with the working house, contains a Monitor No. 11B, Warehouse Separator, with 1,800-bushel and 1,200-bushel garners below. A push button type passenger elevator runs from the first to the top floors.

The storage house is entirely of reinforced concrete construction, except for steel beams under the bin floor, and consists of 48 circular bins 16 $\frac{3}{4}$ feet in diameter and 108 feet high, each of 18,900-bushels capacity, and 33 interspace bins, each of 3,800-bus. capacity. The bins are covered complete with a 2 $\frac{1}{2}$ " concrete floor, resting on steel beams. Over the bins in the storage house are three 36" rubber receiving belts, each with a 2-pulley tripper, these belt conveyors extending through the working house. Below the storage bins are four 36" shipping belts, with spouts and loaders from each bin. No basement is under either the storage house or the working house, the floors of both being above ground level and well lighted. The elevator heads, scales and garners and all bins are vented to the outside, and by isolation of the various buildings and large window area, possible damage from a dust explosion is minimized.

The trackshed is of structural steel, with concrete foundations and corrugated metal siding and roof. Two tracks go through the shed, with two hoppers and two pairs of power shovels to each track. North of the shed, in a separate building, is a 2-drum carpuller. All power is electric, the current for motors being 550 volts, 60-cycle, 3-phase, and that for lighting 110 volt, 60-cycle, single phase.

The offices in the working house are heated by electricity. A short distance from the working house is the office building containing the general offices and switchboard room. Drives to the receiving and shipping legs are double reduction double helical gears; to the belt conveyors, single reduction silent chain drives with friction clutches; and to the separator, leather belt, without clutch.

Standard grease oiling bearings were used throughout for conveyor rolls and driving machinery.

Hyatt roller bearings were used on the elevator head shafts and boots and for the reduction gears.

The twenty-three motors, varying from 10 to 100 h.p. were furnished by the Lancashire Dynamo and Motor Co.

The elevator does not have a marine leg:

The boat was unloaded by means of large coal buckets which dumped the grain into chutes leading to the box cars which were then taken to the elevator.

As the freight shed on Pier "A" was built of wood, the belt galleries are wooden construction, all timber being brought from British Columbia. The belt galleries at present lead to one loading berth, but they are arranged so that they can be extended easily to seven other berths.

The conveying machinery was supplied by Webster-Inglis Limited, the elevator leg and track shed machinery by the Plessisville Foundry. E. G. M. Cape and Co. were the general contractors. John S. Metcalf Co., Limited, designing and supervising engineers.

The corn borer increased the area of its distribution in the United States from 16,052 to 24,773 square miles in 1924, states D. J. Caffrey in the "Status of the European Corn Borer in the United States in 1924," (Jour. Econ. Ent., 18 [1925] No. 1.) A similar article for Ontario by L. S. McLaine and H. G. Crawford in the same publication, states that the main corn-growing sections of the province are now infested and that 221 townships, covering approximately 18,180 square miles, are suffering from the pest. Most of these are under quarantine.

Buffalo mills will import No. 1 Manitoba wheat containing 13 $\frac{1}{2}$ per cent protein for grinding for domestic consumption whenever the c. i. f. price of No. 1 dark northern is 8c over the c. i. f. duty paid price, a good authority has informed the Bartlett-Frazier Co. No. 2 Manitoba with 12 $\frac{1}{2}$ per cent protein will be imported at Buffalo for domestic consumption when the c. i. f. duty paid price is 10c above the c. i. f. price of No. 2 dark northern. This is based on actual grinding tests and represents the intrinsic flour-producing qualities at present prices of patent flour and mill feeds.

Export Duty on Canadian Wheat.

Canadian millers are said to be again demanding an export duty on wheat shipped into the United States to be ground in bond.

They point out the steady growth of the output of mills at Buffalo, N. Y., grinding Canadian wheat, from 6,172,837 bus. in 1922 to 13,904,837 bus. in 1924. The trade is expected to increase on the large 1925 crop.

It is claimed that the export duty would make United States competition with the mill products of the Dominion less severe abroad.

The latest official statistics of the U. S. Dept. of Commerce, issued Dec. 4, show 10,643,000 bus. of Canadian wheat imported into the principal northern border ports for grinding into flour for export during the 11 months from Jan. 1 to Nov. 28, 1925; against 8,887,000 bus. so imported a year ago. This indicates that the mills in the United States have been gaining ground, even on the short crop, in grinding in bond.

Imports for domestic consumption, however, fell off from 7,442,000 bus. a year ago during the period Jan. 1, to Nov. 29, 1924, to 1,074,000 bus. for the period Jan. 1 to Nov. 28, 1925.

To what extent an export duty would reduce the price paid Canadian farmers for their wheat is problematical. Of course the duty would also apply on wheat going into domestic consumption, which added to the almost prohibitive U. S. import duty, would destroy the trade.

Washington, D. C.—A new tax of one-tenth of a cent per gallon to be placed on cereal beverages, has been approved by the House Ways and Means Com'ite.

A mill in another state can not be sued in a state where it sells flour thru a broker, is a recent decision of the New York Appellate Court, as this does not constitute doing business in the state.



New Fireproof 1,032,000-bu. Elevator at Halifax, N. S.

Kansas City Board of Trade Changes Its Rules

All the rules of the Kansas City Board of Trade have been carefully gone over with a view to recasting them, and also to make changes in the methods of doing business. The changes were balloted upon Dec. 2 and Dec. 8. Those adopted Dec. 2 are the following:

Authority to directors to elect an assistant treasurer.

Abolishing reference in Rule II to the call board, which no longer exists.

Omitting reference to the individuals constituting the arbitration com'ite, in submission agreements.

Requiring a stenographic record of evidence in arbitrations hearings, in all cases.

Article XII was amended by adding the following paragraph:

Members of this Association are prohibited from making sales of grain through a resident non-member broker and paying a brokerage therefor."

While other charges for service by members of the Board of Trade have been increased in recent years, the members' brokerage rates have not been increased, and it is thought that it would be only fair to make an increase in these rates at this time. It was suggested that changed conditions have made the present brokerage rates inadequate to cover the service involved. Accordingly, the following was adopted:

Brokerage Charges: Amend the first paragraph of Section 7 of Article X of the Rules by changing the brokerage charge of 50 cents per car to \$1.00 per car, and by changing the brokerage charge on grain of \$1.00 per car to \$2.00 per car, and on seeds from \$2.00 per car to \$3.00 per car.

Commissions: It has been ruled by the Board of Directors (Interpretation No. 26) that where grain shipped to Kansas City on consignment is finally ordered to store and no advance in the form of a draft has been made but the commission house has paid the inspection fees, freight, etc., the charge to be made is $\frac{3}{4}$ the minimum commission, and that this charge also shall be made when the car is diverted from the market to another point without a sale at Kansas City. In order to maintain consistency in the rules and to provide a charge for an important service actually rendered, the following rule was adopted. The service rendered in such instances is not as comprehensive as that rendered on an actual sale, and it is felt that the suggested charge of $\frac{1}{2}$ cent per bushel is therefore reasonable, particularly in view of the fact that in general the firm earning this initial commission would earn the rest of the selling commission later on. In the case of a diverted shipment for which $\frac{3}{4}$ of the minimum commission is charged, there is of course no opportunity for any additional service and charge therefor.

Charges for Service: "On all grain shipped to this market direct for storage and on grain shipped to this market and later stored for shipper's account charge shall be made for the service of obtaining grades, paying freight, shipping, et cetera, of $\frac{1}{2}$ cent per bushel. If the shipper later sells such grain through the firm originally handling the transaction a full consignment selling commission shall be charged for selling less the $\frac{1}{2}$ cent per bushel service charge previously assessed, and if such grain is later sold through any other member firm a full consignment selling commission shall be charged with no credit for said service charge."

Plugged Loads: The rule against "plugging" was changed to read as follows, in Rule 19 of Art. VII:

"Provided, that any car shall be excepted from the privileges of this rule which is unevenly loaded by having grain of inferior quality so placed in the car as to attempt to conceal such grain, evidence thereof appearing upon federal appeal certificate by the following notation: 'This grade is based on a material portion of inferior grain located in....., or words to the same effect.'"

Fire Burnt Grain: Sec. 19 is further amended by the addition of the following:

"Provided further, that any car containing fire-burnt grain or carrying a smoke odor shall not be considered merchantable or applicable on any sale as hereinbefore provided."

After the Banks Are Closed: Under the old rules the seller might be required to give up the B/L after the banks had closed for the day, leaving him unprotected, so the following rule was substituted for Sec. 17 of Art. VII:

"On cars sold for B/L delivery request for the B/L must be made by 2:00 o'clock p. m. on the day of the transaction, except on Saturday, when request must be made by 11:00 o'clock a. m. When such request has been duly made it is the duty of the seller to place B/L at the disposal of the buyer by 2:30 o'clock p. m., except on Saturday, when the B/L shall be due by 11:30 o'clock a. m. The buyer is then bound to make payment by 2:45 o'clock p. m., except on Saturday, when payment must be made by 11:45 o'clock a. m. If buyer desiring B/L delivery fails to request B/L of seller by 2:00 p. m., or on Saturday by 11:00 o'clock a. m., the seller is not required to deliver B/L until 11:00 o'clock a. m. of the following business day, in which case payment for same shall be due at 2:15 o'clock p. m. of said day, except on Saturday at 11:30 o'clock a. m. that day, the buyer assuming all charges accruing on account of the delay in requesting B/L of seller. If, however, for any reason the seller delivers B/L to buyer after 2:30 p. m., or on Saturday after 11:30 a. m., the seller shall be deemed to assume his own risk for the value of B/L."

Failure of seller to deliver B/L or such papers as will enable buyer to get delivery of car when proper request has been made for same as prescribed above, shall make seller liable for any additional charges and loss that may accrue.

Purchaser shall, if requested, give a receipt to seller for such shipment papers or B/L as may be delivered to him."

For two paragraphs in Sec. 14 the following was substituted to clarify the rule in accordance with present day practice:

"On grain sold on track and ordered to elevators, mills, or warehouses, the seller shall have the right to demand 75% of the contract price, based on railroad weights, if actual weights are not furnished within seven days from the day the car is ordered and upon delivery of proper papers as follows: The railroad's notice of arrival showing the railroad weight, the original receipt from the railroad for the B/L showing that the car has been properly ordered as directed, and the original inspection certificate."

Ambiguity in Sec. 11 of Art. VII, Sec. 10 of Art. III was cured and Sec's 12 and 13 of Art. VII eliminated.

A Carload: The Grain Dealers National Ass'n rule on what constitutes a carload was adopted in place of Sec. 9 of Art. VII, as the directors of the Board felt it to be a distinct improvement.

Shortages and Overages: The Board of Trade also lined itself up with the Grain Dealers National Ass'n by adopting its rules on settlement for shortages and overages, as follows:

"Current market price on the day after the last car is unloaded."

A new section in line with the National rule was adopted as follows:

"**Grain bought to arrive** that has been shipped prior to the date of sale, or grain in store at destination, shall not be applicable on contracts except when so specified or with the consent of the buyer."

The trade rules of the G. D. N. A. were copied by the following change:

Amend section 27 of Article VII of the Rules by adding thereto as the second paragraph thereof the following:

"When the words immediate, quick, and prompt are used, the following meanings shall be implied: 'Immediate,' three days; 'Quick,' five days; 'Prompt,' ten days."

The present second paragraph of said section to become the third paragraph thereof.

Also to add to said section as the fourth paragraph thereof the following:

"First half of the month shipment shall be construed as meaning the first fifteen days, including February, and the last half of the month shipment shall mean the remaining days."

Protein Test: The regulations on protein

tests already have been in force as a resolution of the directors, but they are now made a part of the rules, in the following:

"Certificates of protein tests of wheat which is offered for sale on the open Board during trading hours must be exhibited and made part of the trade."

"The Kansas State Laboratory and the Missouri Protein Testing Laboratory are designated as official laboratories for the purpose of furnishing protein tests of wheat, and all adjustments between buyer and seller shall be made upon the basis of official laboratory tests."

"Purchasers of wheat upon the open Board upon which protein test certificate is exhibited may call for recheck test. In such cases the purchaser must request recheck test of the seller in writing before one (1:00) o'clock p. m. of the second succeeding business day following purchase. The seller shall, when so requested, file order with the Board of Trade Sampler for a fresh sample of car, with instructions to the Sampler to deliver a part of the sample to the laboratory which made the original protein test (provided original test was made by an official laboratory, otherwise sample is to be submitted to either of the official laboratories) and a part of the sample to the purchaser for private check test. The laboratory making the check test is to report the result of the protein test to the seller. If the recheck test is more than .12 of 1% below that of the original test, the cost of the recheck shall be paid by the seller; if the recheck test is within .12 of 1% of the original test or higher than the original test, the recheck charge shall be paid by the buyer. Demurrage charges, etc., accruing because of obtaining recheck test to be assessed with recheck charges."

"Within forty-eight hours after the result of a recheck test has been submitted to the purchaser, either the seller or the purchaser may call for an appeal protein test."

"In order to obtain appeal check test the seller may, and upon written request by the purchaser, shall file an order with the Board of Trade Sampler for a fresh sample of the car, the sampler to furnish under his own number a divided sample to each of the two official laboratories and to be marked 'appeal check test' (a part of the sample to go to the purchaser, as in the case of rechecks), the laboratories to report the result to the Board of Trade Sampler, and if the two tests are within .16 of 1% of each other, the average of the two tests will be the appeal check test. The Board of Trade Sampler will issue to the seller a certificate showing the test of each laboratory and the average of the two or the appeal check test."

"If on the first samples submitted the two official tests are not within .16 of 1% of each other, then the part of the sample retained by the sampler shall be divided and sent to the two official laboratories again under the sampler's own number and marked 'second appeal check test.' If again the variation in tests exceeds .16 of 1% the average of the four tests will be the appeal check test."

"If the appeal check test is within .12 of 1% of the recheck test, or higher, the charges shall be assessed against the appellant; if more than .12 of 1% under the recheck test, the charges shall be assessed against the appellee."

New Rules Adopted Dec. 8.

The bushel of kafir corn, milo maize or feterita was established at 56 lbs.

A Scale Com'ite was created to take over the duties of the present weight supervising com'ite.

"Official Inspection" was defined to include federal supervision.

An obsolete rule on deliveries, Sec. 5 of Art. VII was rescinded.

Reinspection.

The rule governing reinspection was amended to cover the present practice of calling a federal appeal, so that it now reads:

Section 18. Purchasers of commodities sold in carlots upon the open board during trading hours upon which samples are exposed shall be deemed to have purchased by sample and grade, and purchasers of commodities bought of members may have the cars tendered as a delivery upon such contracts sampled by an official sampler.

Purchasers of such carlots shall have the privilege of calling for reinspection or Federal Appeal by 1:00 o'clock P. M. of the second succeeding business day after the car is purchased, provided, that if an account of loading, or for any other cause, a proper sample cannot be obtained (and the certificate of the sampler or inspector to that effect shall be proof sufficient), and the purchaser shall so notify the seller by 1:00 o'clock P. M. of such second day, the time for calling reinspection or Federal Appeal shall then extend to such time as proper sampling can be made, provided the car remains within the jurisdiction of this Board. If such car is shipped beyond the jurisdiction of this Board before such sample is

(Continued on Page 713.)

South Dakota Farmers Elevator Ass'n Discuss Trade Problems

The nineteenth annual convention of the Farmers Elevator Ass'n of South Dakota was welcomed by the Aberdeen hosts on December second, third, and fourth, in the auditorium of the Municipal Hall. All told, exactly five hundred and one registered, tho probably a score or more came and went without registering.

PRES. A. L. BERG, of Baltic, S. D., called the gathering of about 90 to order at 10:00 the first morning and after a few remarks introduced A. J. Haines, who delivered the invocation.

"America" was sung by everyone, under the direction of F. A. Betz.

W. C. BOARDMAN, sec'y of the Chamber of Commerce, delivered a hearty address of welcome to which Pres. Berg responded, giving a resume of the organization's activities as well as touching on the practicability of securing bonds for elevator managers, cost of which is but nominal. He also recommended securing compensation insurance, condemned speculation, enlisted more interest, cited abuses and practices still unfortunately in vogue, and mentioned that probably the state will establish a co-operative institute to train elevator managers.

The disapproval of the proposed downward revision of the tariff on linseed oil was wired to President Coolidge following the adoption of the following resolution introduced by A. L. Schnider of Letcher:

We, the Farmers Elevator Ass'n of South Dakota in convention assembled, representing a constituency of 35,000 farmers interested in the production of flax, hereby resolve that we are unanimous in our opposition to the reduction of the tariff on linseed oil because of the hardship it would cause to the farmers of the northwest.

President Coolidge was credited by Senator Norberg with considering early action on such a reduction.

After announcements concerning the machinery displays in the lobby of the Ward Hotel and theater tickets for Thursday evening, Sec'y F. H. Sloan of Sioux Falls read the minutes of the last annual meeting which were approved.

H. J. FARMER, of Pipestone, Minn., proclaimed that organization is the greatest institution in the world to cope with any situation that arises. Co-operation is a great thing, but it has been overdone. This is especially applicable to the grain trade. Many things have been put over on us in the guise of co-operation and the farmers have paid the bills on these

promotions just as on all new movements. "We need lower tariffs all around," he said, "yet every man must work out his own salvation."

Production is one business, distribution is another. This elimination of the middleman may be all right in theory, but he's right there whether you pay him a salary or a commission, and sometimes it's a whole lot better to pay him a commission.

Mutual insurance companies and their service and value to the trade were next enlarged upon.

Wednesday Afternoon Session.

Close to 150 delegates attended the first afternoon's session which started off with the field report of Sec'y F. H. Sloan of Sioux Falls, from which the following is taken:

From Sec'y Sloan's Address.

The ass'n went to a great deal of expense and time calling and attending meetings, trying to have the laws explained so all would understand them. The first meeting was at Huron on storage charge (called by the railroad commissioners). Then we had five meetings, at Sioux Falls, Mitchell, Huron, Aberdeen and Watertown. J. J. Murphy, of the Railroad Commission, made the trip and explained the laws as they were understood by them. These meetings were open to all dealers and anyone else.

Northwest Regional Advisory Board.—I have attended two meetings of this Board the past year and wish to emphasize the good this Board is doing. Another year and no car shortage.

Rate Advance Case.—The Farmers National Grain Dealers Ass'n will appear in the case at Kansas City in January to make a fight against a raise in freight rates on grain and grain products. This is not only a rate case, but it has got to the point where one base industry is asking for a special favor over or at the expense of another that is making a smaller return on its investment than they are.

Workman's Compensation Insurance seems to be more in demand as time goes on. We get this for our members at a reduced rate, making a great saving to the elevator company. We wish all directors to remember that under our state law your help has protection. It is up to you to see that your company is properly protected by having this coverage. It is just as important as fire insurance.

Managers' Bonds are another protection that should be looked after. I am sorry to say that there has been a few losses on managers' bonds the past year, in two cases losses running over \$4,000 each. These bonds only cost \$12 for a \$4,000 coverage and \$3 for each additional \$1,000, too little to be without this coverage.

Storage Bonds have gotten to be a large item in the handling of grain in this state. I will say that there is paid out for commission on warehouse bonds by the farmers elevators of South Dakota \$2,000 or more per year. If these bonds were placed thru the ass'n it would help solve the problem of money to run the ass'n with at no extra cost to the elevators. This is being done by other ass'ns such as the merchants, implement dealers and others, why not by us?

The commissions on compensation insurance, managers' bonds and warehouse bonds the past year, put into the treasury of the ass'n \$1,117.50, besides saving the companies that got it, through the ass'n on the club rate \$3,200, making a total gain of \$4,317.50. The two together amount to more than the dues, and the service is just the same as you will receive elsewhere, insurance policies and bonds.

If all the farmers' elevators would place their compensation insurance, managers' bonds and warehouse bonds through the ass'n the commission would put into the treasury around \$5,000 a year. This would give us a fund to work with.

Fire Losses are in great part preventable. How many of the elevators that are now in the ash pile could have been saved by a little precaution on the part of the help. If we are not more careful, and this loss keeps up, it will not be a matter of rates, but of coverage; therefore, let us all make every day of the year a fire prevention day.

The Weakness of Audits.—In the past two months we have been placed in the unfortunate position of helping to straighten out losses on managers' bonds, and find out that the former audits did not disclose what they should; therefore, don't have your audit cut short for a few dollars. Have a complete audit made, one that will show how the business is run, showing shrinkage, loss in grades, etc. Insist on each kind of grain and other commodities being kept in a separate account. In one case it has cost over \$600 to make a record of the business. Cost of handling should be taken into consideration and shown in the report.

Good Will is the principal asset of any business; it will get you anywhere you desire within reason, with or without money. It makes your property worth a premium over its physical value; it makes boosters of your customers; it makes pleasant business relations. Are those the things you need in your business? I realize that no business man can escape criticism, but he can reduce it to the minimum if he will analyze his business acts from a critic's standpoint. Get the viewpoint of the farmer and apply it to your dealings with him and you will find that good will, the biggest asset in business, will follow.

Suggestions.—Never intentionally speculate on grain in the elevator.

Don't buy grain unless it can be bought on an honest margin.

Never speculate in futures. Use them for hedges only in the rarest and positively unavoidable cases. The board that retains in its employ a manager who speculates is taking "long chances" on the business. The manager who places "trades" for other parties will in the end find that so long as the market is "right" he is a "good fellow," but when it "goes wrong" he is the "goat." To dabble with grain futures is to invite financial disaster to managers, directors, farmers and the elevator. The country end of the "game" has a handicap of at least thirty minutes in time, which alone will in the end cause the country man to lose.

Avoid the storage of grain if possible. If you are compelled to store either ship the grain out and restore it in public regulated warehouses or else handle it entirely on the basis of the future market, making the customer agree to settle at the close on the basis of the future market and not on the basis of the cash.

Discontinue the credit business. You can't afford to let your competitor set the pace for your business even in extending credit. If you must do a credit business, then have the "backbone" to turn down the "bad ones" and charge the others interest at the rate you pay. It is still better to let the bank run the banking business for your customers.

Smut in Wheat.—As I have visited the terminal markets and noticed the samples of

New Officers Farmers Elevator Association of South Dakota.



Left to right—Vice President A. R. Fryer, Doland; Treasurer E. J. Oyan, Baltic; President A. L. Berg, Baltic; Second Vice President J. D. Hicks, Canton; Secretary F. H. Sloan, Aberdeen; Directors A. H. Hoffman, Leola; Jas. A. Grant, Clark, and Geo. Ernst, Aberdeen.

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grain on the tables, I see that the wheat contains a great deal of smut. And in talking this over with different ones on the trading floor, they inform me that it is getting worse as time goes on. Now this can be overcome, I am told, by treating the wheat before planting, and as this smut is costing the producer from 10 to 20 cents a bushel in the way of discount, is it not time that something is being done? Therefore, let us start a campaign against smut in wheat.

F. A. BETZ, Chicago, delivered an effective address on "Better Business Methods." He also stressed points already mentioned by the president and the sec'y.

M. R. BENEDICT of the South Dakota College of Agriculture, Brookings, undertook the subject of "Co-operative Marketing and the Feasibility of Short Courses or Co-operative Institutes."

W. O. SCHWAHM of Midland, spoke in detail of his experiences in securing a second man. He set forth as his qualifications, honesty, activity, quickness at figures, non-smoking.

Further on in the discussion of proper qualifications for elevator timber the opinion of the convention crystallized on the points of the necessity of a primary foundation and secondly on experience.

The following committees were appointed:

RESOLUTIONS: Chris Sandvig, Canton; Arthur Lawrence, Doland; Jas. Ihdr, Aberdeen; V. C. Kerper, Emery; E. H. Day, Clark; J. C. Ockenga, Colman; Walter Brewster, Woonsocket; W. O. Schwahm, Midland; W. H. Mastellar, Selley.

BY-LAWS: W. R. Smith, Mt. Vernon; Christ Heier, Akaska; A. L. Schnider, Letcher; J. M. Kromer, Madison; L. B. Kraft, Lyolton.

CREDENTIALS: F. H. Sloan, Sec'y, Sioux Falls; C. G. Anderson, Aberdeen, and A. O. Troutland, Beresford.

CHARLES IHDR of Aberdeen gave the closing warning regarding marketing methods: "Look before you leap, gentlemen, before you hastily adopt marketing methods to supplant the present mode."

"Remember there is not a man in this country that has so bled the farmer to death as has Aaron Sapiro and in the name of co-operation."

The discussion then drifted to "Smut." The treatment of barley with formaldehyde; the treatment of oats. All showed profitable results.

Wednesday Evening Session.

The attendance of evening session swelled to 175, and the day had been a long one, excellent attention was paid to the address of J. R. Dalton of Sioux Falls.

WM. RAMSELL, Sioux Falls, read an interesting address on Selling Your Own Community.

Thursday Morning Session.

A rousing verse of "America" led by F. S. Betz served to open the second morning's session as well as to help shake a drowsy eyelid of some of the 200 delegates.

A. R. Fryer, vice-pres., Doland, presided.

JOHN J. MURPHY, member of the Board of Railway Commissioners of South Dakota, replaced J. W. Raish, member of the Executive Com'ite of the Northwest Regional Advisory Board, and told of the functions of the board of which Mr. Raish was a member, namely "for car service to shippers as well as to assemble and disseminate information necessary to shippers, especially on how to order cars."

The National Railway Ass'n represents practically all the railroads in the United States, all of which have car service departments, yet it used to be that we always had a car shortage during peak movement. Last year and this shippers had the best car supply situation as to crop movement in history.

Remember, above other things, that the railroads belong to the American people, they're yours even tho they are quasi-public, therefore you're primarily interested in preserving them. The idea of doing whatever we can to hurt them is the most vicious doctrine of

the American people. The public pays the penalties and suffers when things go wrong. Keep the railroads and use them right!"

JOHN W. GUSTAFSON, Windom, Minn., President of the Farmers Elevator Ass'n of Minnesota, arose in the defense of the railroads, stating that he was one of the founders of the Regional Advisory Board, and that railroad officials are not a part thereof, instead its membership is constituted of shippers of grain, livestock, etc.

"We make a survey of how many cars we need, so we can get the cars when we need them. We have no complaints regarding the lack of cars today, which is something that couldn't be said before the organization of this board."

"Even the Canadian Government is considering similar organizations at the present moment. Seventy-four railroads of this country are now asking for a 5% increase in rates. They have hired able lawyers to represent their interests. To win this freight rate hearing at Kansas City, Jan. 4th, 1926, would only take 10c from every farmer and would save the contributors inestimable sums."

The contributions received to date from the various elevators of the state for supporting the farmers' side of this freight rate case were read by Sec'y Sloan. The amounts were from \$10 to \$25, and in most every case more was promised, if needed.

B. F. BENSON of Minneapolis delivered an address on "The Future Market and Its Effect on and How It Can Be Used by the Country Elevator," instead of Mr. F. R. Durant, who was confined at his home by illness.

Mr. Benson cited the wheat market price fluctuations of 75 years ago, stating that the millers of those days bought what wheat they needed and then stopped buying. Speculators then took the surplus at a price so low that there was no doubt that they would make a substantial profit. No one wants to return to the mode of doing business of that period.

Mr. Benson's address is quoted elsewhere in this number.

J. W. GUSTAFSON stated that he had never stored any grain in 21 years, because he didn't care to burden the manager, whereupon Mr. Benson replied that the most economical place to store grain was in the farmer's granary.

A. R. FRYER promoted the idea of roads as a factor in bringing grain to market only to which Mr. Benson said, "sell your wheat, liquidate your obligations, and buy deferred futures, but DON'T SPECULATE! You can carry futures more economically than wheat in storage. The farmer stores grain in hope of getting a better market, so why not sell the cash and carry the option until the price is satisfactory?"

On the subject of what protection a country elevator had on cash left with the commission firms Mr. Benson advised that their credit rating is always available and also mentioned the practice among commission firms of posting bonds for the protection of their customers.

The Minnesota state convention was announced by J. W. Gustafson to be held at the West Hotel, Minneapolis, sometime during the month of February. A cordial welcome was extended.

Thursday Afternoon Session.

The Thursday afternoon session opened with several selections by the Java High School Girl's Glee Club.

The first song was a parody on the well known radio song of "How do you do Mr. _____, How are you?" to which the president's and sec'y's names were aptly fitted. The second selection was "Belles of the Sea," the third, "Safe in the Harbor of Home Sweet Home," and the fourth, "Water Lilies."

The thanks of the ass'n were extended by both officers.

E. J. OYAN Baltic, proposed the following resolution:

Whereas, J. W. Straup, for ten years a manager in the employ of the Farmers Elevator Co.

at Humboldt, was removed from our midst by the Grim Reaper on March 14, 1925, and,

Whereas, He had been a very active member of our ass'n and thru his efficient services as manager had built up a strong company at Humboldt; therefore, be it

Resolved, That the Farmers Grain Dealers Ass'n of South Dakota do hereby express our sincere and heartfelt sympathies to the bereaved family in their loss.

CHRIST SANDVIG of Canton took the chair while C. G. Anderson of Aberdeen, the chairman of this, the manager's session, covered the topic of "Handling Stored Grain."

There is a shrinkage to be computed in storing grain on the farm due to evaporation as well as to chickens, rats, etc.

In storing grain in the country elevator it always was necessary to charge for this service, even before this new law in our state making such charge compulsory, for every department of the grain handling business should share its proper proportion of expenses.

Redelivery on demand is also a serious problem. If all stored grain were salled for this last year, it would have put each elevator storing grain out of business.

The convention realized that storing grain was an evil, a burden, as well as a hazard, and the more Mr. Anderson went into the subject the more resolved the delegates were to discontinue the practice.

From these points the theme of the discussion drifted to the subject of what the pool was paying the elevators for storing wheat.

Mr. Anderson answered with a statement of what the state law allowed per bushel, namely 3½c.

Prices paid by the pool naturally came to notice and some figures put forth. Mr. Anderson said the pool was paying 12c per bushel under on Marquis, 15c under on red durum and 33c under on common mixed.

MR. OVERTON, of Webster, said he paid 12½c more than the pool on spring wheat, 11½c more on amber durum and 12c more on common, and had as an overhead cost per bushel, 3.71c.

MR. LAWRENCE of Doland, wanted to know if there was any profit in handling grain delivered to the pool, to which Mr. Newman of Hecla put forth the question, "Doesn't the pool in keeping the grain off the market help the farmer?"

MR. ANDERSON replied in the negative.

MR. SCHMIDT of Mt. Vernon brought out the pertinent fact that the average producer seems to take no cognizance of, namely that better prices are usually to be had between September and January and further that Argentina and Australia market their wheat right after the first of the year and if these two countries have a surplus then the producers who hold until January have to take less for their crop.

"Placing one's grain in storage places it in the visible supply, which is the worst thing a farmer can do." Mr. Schmidt seemed convinced that the state storage law was propaganda of either the terminal men or the politicians.

Everyone was hereupon routed out of the meeting hall for a picture on the courthouse steps.

On returning Mr. Tauen took up the theme with the remarks that pooled grain is undervalued and not given the advantage of premiums.

MR. LAWRENCE: If the farmers are going to store their grain they should store it in their granaries, but he cited that one-half of all grain threshed in September is on the market in from 30 to 60 days.

This cry of overproduction is all a big farce; the U. S. will consume all we raise, furthermore three-fourths of all the grain raised is in the line of consumption within 90 days.

Mr. Lawrence closed with the rather broad statement that the farmers have built all the terminal elevators in our markets of today.

CHAS. THOMSON of Miller was not in attendance but his paper on "Should Farmers Elevators Have Cleaners," was read by the chairman, C. G. Anderson. It is published elsewhere in this number.

Mr. Miller's paper provoked the following discussion:

A. R. FRYER maintained that wild oats caused dockage of from 30 to 40% in their elevator until a Disc Separator was installed, but that within two years the machine had paid for itself tho it did cost nearly \$2,000 laid down. In the future, he said, the elevator is going to charge 5c a bushel for cleaning. The money saved on freight was also sighted as a saving.

MR. MILLER of Richmond stated that their cleaner had increased their durum grades and tho it was necessary to have two elevator legs built in their elevator to facilitate cleaning while also receiving grain, that such addition to their machinery equipment was a decided improvement in every way.

MR. OVERTON of Webster registered the only dissenting note. He told of a car of cleaned grain shipped to the terminal and graded 7% dockage, being re-graded 4% dockage, and of the consequent 3c a bushel reduction in discount because of the reduction in dockage.

MR. OTTER of Garden City brot to attention the fact that elevators must be built to handle grain to and from the cleaner. There are four legs in the elevator at his station. They have found that their cleaner will clean wheat with from 8 to 15% dockage down to 2 or 1%. Even tho one must be well equipped to operate a cleaner, it is worth the investment, because one can always get a good price out of the screenings, tho, he warned, one can't figure the return on screenings, from cleaning grain as all profit.

With a few more brief talks in favor of the installation of cleaners in elevators, the manager's meeting adjourned.

GEO. A. SMYTHE of Warner read an interesting paper on Side Lines which is published elsewhere in this number.

Thursday evening a delightful entertainment was afforded practically all of the 500 delegates to the convention at the Orpheum

Theatre as the guests of the Aberdeen Commercial Club and the representatives of various grain corporations.

Following the show about 200 of the guests went over to the Commercial Club for a light lunch served in cafeteria style to the men and a la carte to the ladies.

When everyone had a good cigar lighted and was just about to tip back his chair, F. A. Betz, of Chicago, started a competitive song contest between different sides of the house. The fete turned out to be a howling success.

At just 1 a. m. J. W. Gustafson took the floor having been preceded by Pres. Berg and H. J. Farmer of Pipestone, Minn., on a roaring good joke or two, introduced his subject "History of the State and National Ass'ns" with a few humorous remarks and then advised he wouldn't talk on his subject because of the time necessary and on the early hour of the morning. He did bear heavily on the subject of taxes and of the detrimental effect. Instead of his slated address he covered activities of the organizations and especially stressed how vital it was to every one in the trade that the organization be ever alive, alert and active. In this regard he cited many a midnight trip that he and many of the others on various directorates were forced to make in the interests of the grain trade, and of how the trade benefited by always having a corps of every-ready supporters. The support of the trade in general was solicited lest the mainstays of the guard give way. The volume of applause following Mr. Gustafson's talk spoke appreciation of his untiring efforts.

After many other smatterings of well chosen humor famous "Kiffe" of the Ibberson Construction Co. played a number of catchy selections as well as the tune for the closing chorus of "Good Night Ladies."

Most of the audience decided to stay up the rest of the night, so the police force was called off and the town completely belonged to the grain men.

Friday Morning Session.

MRS. ANNA CAMPBELL of Stirrup, North Dakota, made the opening remarks of the Friday morning session. They were to the effect that the real aim of a farmer's elevator should be service rather than profit. That the relationship between the stockholder and the elevator should be close.

J. J. MURPHY, Railroad Commissioner, said that every business regulated by the government resents such regulation. If you want less government regulation, then clean your own house of the few bad eggs. Just a few can't be regulated, so the entire trade must be taken in hand.

Mr. Murphy expressed the wish that the elevator interests had financial ability to take a more active part in state politics. In this connection he cited that an investigation by the Interstate Commerce Commission into freight rates, directed by Congress, is to be made which has the possibilities of placing the burden of an increase to the disadvantage of agricultural interests. He plead for financial support of the ass'n officials in fighting this and other freight rate cases.

The South Dakota storage law requires that storage rates established be charged and collected, and fortunately there are but a few violators to be watched. Nevertheless, it is the duty of the commission to enforce the law. Fulfillment by education rather than by punishment is desired by the commission, however, every case can not be handled quite the same. According to Mr. Murphy, there are 1100 elevators and 700 warehouses operating in South Dakota today having close to \$7,000,000 posted in original bonds. South Dakota is coming back, provided destructive rates do not ruin us.

PETER NORBECK on the subject of Agricultural Conditions in the Northwest alluded to the tariff problem concurring with the opinion expressed in the resolution adopted the first day of the convention which expressed disfavor of the proposed cut on linseed oil



Delegates Attending the Farmers Elevator Association Meeting in Aberdeen, S. D.

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tariff. He said, "Without the tariff flax must be sold at a loss. If the law of supply and demand is to be continually put aside by artificial measures enacted by Congress on behalf of labor or capital, agriculture has a right to ask that it be included." He added that, only half of the problem would be solved in this way and that it cannot be settled until the Northwest agrees upon a policy as to what it needs, and until human nature is so transformed that the hired man will rise in the morning as soon as the boss without being called.

Friday Afternoon Session.

A. L. SNIDER of Letcher in reporting for the by-laws com'ite proposed a change in name from the Farmers Grain Dealers Ass'n of South Dakota to the Farmers Elevator Ass'n. This proposal was unanimously adopted.

MR. HICKS of Canton in giving a brief survey of the activities of the legislative com'ite stated that they had tried to prevent the compulsory storage law at the state capital. He also touched on what the com'ite did in the way of demanding adequate bonds for elevators that do a storing business, thru legislative enactment. The 6% return on railway site valuation was alluded to, but in this case the com'ite has no right of appeal. The control of the elevators of the state is vested within the railway commission, and unless more support is enlisted on the part of the elevators of the state of South Dakota the legislative com'ite is bound hand and foot.

SEC'Y SLOAN submitted the financial and auditor's report in the capacity of treasurer, as well as the names of those contributing to the freight rate hearing fight.

The election of officers resulted in Pres. Berg being re-elected. Following his re-election he said, "One-sixth of my business year is spent in behalf of this ass'n and I shall be glad to spend as much and more time this year, for I know it is appreciated."

With the exception of the second vice-president, all officers were re-elected. They are: F. R. Fryer, Doland, vice-pres.; J. D. Hicks, Canton, second vice-pres.; F. H. Sloan, Sioux Falls, sec'y; E. J. Oyan, Baltic, treas.

POOLS were again discussed and these two points agreed upon. First, that the business of farmers selling thru a pool does not warrant a patronage dividend; and second, the farmers built their own elevators and the pool should not be permitted to take grain rightfully belonging to these elevators, especially since the farmers always pay the freight.

The following resolutions were read and adopted:

Resolutions.

It is right and proper at all times to ask for and expect all wisdom for guidance, therefore we would recommend to our constituency more faith in a guiding Providence and less in the Almighty Dollar.

INCREASED FREIGHT RATES.

Be it resolved, that we vigorously oppose at this time any increase whatever in freight rates on agricultural products, and that we oppose such increase until such a time as the average net income of the producers of agricultural products shall bear a fair relation to the rate of return asked for by the railroad investors and the wages received by railroad employees.

OPPOSED TO COMPULSORY STORAGE.

Whereas, We believe the present system of storage of grain is not to the best interests of the elevator companies; therefore, be it

Resolved, That we believe any proposed compulsory storage law should be vigorously resisted; that we do advise against storage of grain in country elevators, and recommend to the farmers that they store their grain on the farm until such a time as they may desire to sell.

COMMEND THE GRAIN EXCHANGES.

Whereas, The leading grain exchanges have

instituted certain rules and regulations intended to promote reforms in the market through the creation of a business conduct committee and a proposal to restrict violent fluctuations in prices; therefore, be it

Resolved, That we commend the efforts of the Board of Trade of Chicago and the other leading grain exchanges in their efforts to promote better and more efficient marketing practices.

RECOMMEND WORKMEN'S COMPENSATION INSURANCE.

Whereas, There is an obligation imposed upon the employers of labor subjecting such employers to a great liability in case of injury or death of such employees; therefore, be it

Resolved, That we again recommend and urge all elevator companies to carry workmen's compensation insurance on all employees, and further, that they carry fidelity bonds in ample amounts to cover any possible loss.

URGE IMPROVEMENT OF WATERWAYS.

Whereas, The farmers of the northwest will be brought closer to the world's markets through the prosecution of the contemplated improvements and extension of our inland waterways system of transportation and thereby tend to increase the prices of farm products; therefore, be it

Resolved, That we urge upon the administration in bringing about at the earliest possible time the deepening and improving of the St. Lawrence River, the Mississippi River and the Missouri River, as proposed for ocean-going vessels.

ADOPT A GOOD SLOGAN.

Resolved, That we adopt as a special slogan for the elevators of South Dakota for the coming year, "Better Business Methods."

OPPOSE REDUCTION IN DUTY ON LINSEED OIL.

Resolved, That we, the Farmers Grain Dealers in convention assembled, representing a constituency of 35,000 farmers interested in the production of flax, are unanimous in our opposition to the reduction of the tariff on linseed oil because of the hardship it would cause to the farmers of the northwest in lowering the price of flaxseed.

After a few words of cheer from the presiding officer the meeting adjourned without selecting the next meeting place.

Everyone went away a wiser man, determined to accomplish just a bit more than previously.

Some Convention Observations.

The Twin City Separator Co. displayed an Emerson Cylinder Separator.

The Carter-Disc Separator Co. had a machine in operation during the convention.

R. W. Oglesby, engineer-contractor, exhibited elevator brooms.

The Hickok Construction Co. was represented.

C. G. Kiffe, general superintendent of the T. E. Ibberson Co. was ever present.

The Tri-State Grain Dealers Mutual Fire Insurance Co. was represented.

R. R. Howell & Co. exhibited a disassembled motor and other mechanical products. F. E. Barsaloux was in charge.

The Strong-Scott Mfg. Co. had progressive representatives constantly on the floor, who distributed large sized pencils with erasers.

Blank note books were put out by the Plymouth Cordage Co. It also had a binder twine display.

A. E. Lief of the Grain Dealers National Mutual Fire Insurance Co. was over from Watertown for all three days of the meet.

H. J. Smith of the Minneapolis office of millers mutual insurance company took in all lobby sessions of any consequence.

The Toledo Scale Co. exhibited a number of scales. Its new air tight dockage scale was of particular interest. I. V. Fisk was in charge.

The Carey Salt Co. had a display of loose salt, dealer's helps, etc. Their representative distributed pencils, metal flexible rulers, and letter openers.

The Richardson Grain Separator Co. had a Simplex Cleaner on exhibit in the lobby of the Ward Hotel. The Hettinger Co-op. Exchange of Hettinger, North Dakota, purchased the machine from the floor on strength of the fact that it "cleans everything except fish." Oliver Stroman was in charge of exhibit.

Exemptions from Federal Income Taxes.

By M. L. SEIDMAN of SEIDMAN & SEIDMAN, CERTIFIED PUBLIC ACCOUNTANTS.

In the last article, we learned that, generally speaking, all single individuals had to file an income tax return if their net incomes were \$1,000 or more, and that all married individuals had to file a return if their net incomes were \$2,500 or over. The reason for these requirements becomes more readily apparent in considering the question of exemptions allowed individuals.

Single Persons: Under the law as it now stands, a single person is entitled to an exemption of \$1,000. By that is meant that if his income is less than \$1,000 he will have no tax to pay. If his income is over \$1,000, on the other hand, he will ordinarily have a tax to pay. That is why all single persons having net incomes in excess of \$1,000 must file a return.

There is one exception to the \$1,000 exemption provision for single persons, and that is in the case of an individual who is the head of the family. Such a person is entitled to an exemption of \$2,500.

The question naturally arises as to what is meant by the term "head of the family." The head of the family might be defined as a person who supports and maintains in his household one or more other individuals. Note that two factors must exist: a head of the family must support some other individual and the dependent must live in the same household with the person claiming the status of head of the family. An unmarried son who lives with his parents and supports them would be classed as the head of the family, and would be allowed the \$2,500 exemption. If, however, he did not live with his parents, even tho he supported them, he would not be the head of the family, and his personal exemption, aside from the question of dependents, would be \$1,000.

Another point is noteworthy. We saw that a single person had to file a return if his net income was over \$1,000 because his exemption was \$1,000. It does not follow, however, that a head of a family need not file a return if his net income is less than \$2,500, just because he is entitled to an exemption of \$2,500. On the other hand, a single person who is the head of a family must file a return if his net income is over \$1,000, even tho his exemption is \$2,500. It is true that if his net income were less than \$2,500, he would have no tax to pay. A return is required of him, nevertheless.

Married Persons: A married person under the present law, is entitled to an exemption of \$2,500. That accounts for the requirements that married persons having net incomes of \$2,500 or over must file a return.

There are several things to be noted in connection with the exemptions allowed married persons. In the first place, the husband and wife must be living together, in order to become entitled to the exemption. If they are separated, they are regarded as single persons for this purpose, and their exemptions are computed accordingly.

Furthermore, the \$2,500 is allowed the husband and wife as a marital unit, and not to each of them. However, the exemption may be divided between them in whatever manner they see fit. The husband on his return might take the entire exemption and the wife take nothing on her return, or vice versa. Or the husband might take one-half, one-quarter, or one-eighth of the \$2,500, and the wife, the remainder. That is entirely up to them. Of course, if they file a joint return, the one exemption of \$2,500 would be shown.

Suppose a person were married during the year. What then? Would be be permitted to take the full married man's exemption? The rule in this connection is very interesting, if not strictly logical. It is provided that if the status of an individual changes during the year, his exemption is to be computed on an apportionment basis.

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For instance, if a person were married on June 30, 1925, his personal exemption would be arrived at as follows: having been single for one-half the year, he would get half the single man's exemption, or \$500, and being married for the other half of the year, he would be entitled to half the married man's exemption, or \$1,250, making a total exemption of \$1,750. If he were married on November 1, his exemption would be \$1,250, computed as follows: having been single ten months of the year, his exemption for that period would be 10/12 of \$1,000, or \$833.33. Being married two months of the year, his exemption would be 2/12 of \$2,500, or \$416.67, making a total of \$1,250.

The exemptions that we have thus far discussed are known as the personal exemptions. Every individual is entitled to them, and their amounts depend solely upon whether the individuals are single, married, or the head of a family. There is in addition what is known as a credit for dependents.

Corporations and Estates: A corporation is entitled to a credit of \$2,000, provided, however, that its income is \$25,000 or less. If its income is more than \$25,000, it is not entitled to any credit whatsoever. An estate or trust is regarded as a single person, and is allowed a flat credit of \$1,000.

New Law Possibilities: One thing should be mentioned in passing. What has been here outlined is based on the law as it now stands. There is some talk about Congress changing the amounts of the exemptions. It is known that the House Ways and Means Committee in its report is going to recommend a \$3,500 exemption for married persons. Whether this recommendation will ultimately be adopted, and in any event, whether any new law that might be passed would be made applicable to 1925 returns, cannot be said at this time. Matters must therefore be taken under the law as it exists at present. Should there be any changes, they will be called to the readers' attention thru this column.

Note: Several of the readers' questions have accumulated, and beginning with the next article, both questions and answers will be published.

Farm Buro on Price Fixing.

O. E. Bradfute, addressing the convention of the American Farm Buro, of which he is pres. at Chicago Dec. 8, said that

"While there is great enthusiasm on the part of some of our members for the McNary-Haugen measure, those opposing the plan insist that a government corporation, no matter how soundly organized, can never succeed in the face of uneconomic production, and that unsound production cannot be balanced by sound distribution. If a great surplus is produced, no market system can be devised, opponents of the plan insist, which will enable the farmer to escape punishment for the economic crime of over-production."

"The officers of the national body await your instructions. If it is possible for you to arrive at a unanimous opinion on this matter, I hope you will put that opinion in the form of a resolution."

Later the following resolution was adopted:

We indorse the enactment of a federal law based on the principle of a farmers' export corporation, providing for the creation of an agency with broad powers for the purpose of so handling the surplus of farm crops that the American producer may receive an American price in the domestic market and we instruct our officers and representatives to work for the early enactment of such a law, founded on sound economic policies and not involving government subsidy.

S. H. Thompson of Illinois was elected pres. for the ensuing year.

Wheat has surely responded to the damage reports from Australia and Argentine; not only in the United States but the world over, but we are still at a higher level, than is wheat in other countries, but the fellow that sold short because of this situation, hasn't done well and may not now.—J. F. Zahm & Co.

Much Low Grade in Chicago's Early Receipts of Corn.

Receipts of corn at Chicago during the month of November were 5,666 cars against 4,270 in November, 1924, and nearly three times the receipts in 1920, which were 2,029 cars.

Of the 5,666 cars received in November, 1,193 graded No. 3 or better, 633 No. 4, 1,175 No. 5, 1,168 No. 6, and 1,497 sample. During the preceding month, when old corn predominated in the receipts the sample car-loads formed but 142 cars out of the total October receipts of 3,121 cars.

Less of the corn coming in the first 9 days of December graded as low as sample, No. 5 and No. 6 predominating in the receipts. The grading so far this month has been as follows:

Dec. 1, 2, 3.	No. 4.	No. 5.	No. 6.	Sample.
1..... 43	139	197	161	133
2..... 11	51	84	92	64
3..... 15	78	99	83	70
4..... 21	79	100	72	53
5..... 23	117	130	101	93
6..... 14	65	89	65	40
7..... 55	211	156	95	83
9..... 24	76	61	36	16

The percentage of sample grade in the cars reported Dec. 9 was the smallest for 30 days. On that day while No. 4 sold around 75 cents per bushel sample grades sold as high as 68 cents, and some at 53 cents.

The situation is not so bad as it has been in other years, being helped this season by favorable December weather and a good feeding demand for the lower grades.

International Grain and Hay Show Attracts Considerable Attention.

Great crowds gathered at the Union Stock Yards in Chicago during the week Nov. 28 to Dec. 5, to witness the exhibits in the International Grain and Hay Show and the International Live Stock Exposition. Entries were larger than ever, 5,089 samples of grain, small seeds and hay competing for honors. This was 336 over last year.

In the corn division, 3,212 ten-ear samples and 1,124 single ear entries fought for first place. The Junior Corn Class showed 684 entries against 225 last year.

Canada had an excellent exhibit this year and shared in the prize winning in competition with United States wheat, oats, alfalfa, flax and other grains.

Professor M. O. Pence, of Purdue University, was in charge of the feature exhibit by 25 government experiment stations showing 50 samples of new varieties of crops developed or discovered within the past year. Wheat, oats, barley, corn, cotton, flax, rye and several other grains and field seeds were represented. The location of the experiment stations was shown on a large map of the U. S. and lower Canada by colored lights and tapes from the lights to samples on the counter showed just what crop varieties each station had dealt with and the results of its efforts.

The agricultural colleges of the various states had exhibits of the leading crops of those states and the particular activities of the colleges in the agriculture of the states.

An Illinois Department of Agriculture exhibit demonstrated the state's seed laws. The laws were illustrated with actual samples of good and bad seed. Cleaning of seed was advocated and a small cleaner worked merrily away to show how it should be done.

The sweepstakes in the hay division again went to Arthur W. Jewett, Jr., of Mason, Mich. Mr. Jewett has consistently won this award for the past 3 years.

All exhibits of grain were officially weighed and graded by representatives of the Federal Grain Supervision under the direction of R. T. Miles, in charge of General Field Headquarters at Chicago, before being judged.

The Junior Corn Champion is Victor C. Lux, Waldron, Ind.; the Reserve Junior Corn Champion is Dorothy Heckman, Cerro Gordo, Ill.

The Grand Champion 10-ears corn trophy was taken by L. M. Vogler, Hope, Ind.; the

Reserve Champion 10-ears went to C. E. Troyer, La Fontaine, Ind. Single Ear Sweepstakes went to A. D. Radebaugh, Forest Hill, Md.

Wheat Sweepstakes were taken by L. P. Yates, Fishtail, Mont.; the Reserve Sweepstakes, by C. Edson Smith, Corvallis, Mont. The champion oats grower is L. E. Peterson and the reserve champion is R. V. Peterson, both of Victor, Mont. The latter also took Sweepstakes for barley.

Kansas City Board of Trade Changes Its Rules.

(Continued from Page 708.)

Secured, it shall be construed that the purchaser waives the right to sampling and re-adjustment. Provided, further, that any charges accruing on account of inability to secure such sample shall be paid by the seller.

In all cases where the buyer questions the grade of a car, either buyer or seller may call for reinspection and Federal Appeal inspection, and the purchase and sale, except on grain to arrive (for rule governing grain to arrive see Sec. 19 hereof) or on grain to be delivered from Kansas City elevators, shall be completed on the basis of the reinspection or Federal Appeal at a price conforming to the average market difference between the original sample and grade and the sample and grade on reinspection or Federal Appeal inspection, as the case may be; provided, that purchasers of grain to be delivered from elevators shall receive in fulfillment of such contracts only the grade purchased.

If after reinspection is obtained, either buyer or seller is dissatisfied with the reinspection grade, either buyer or seller may call Federal Appeal. Further provided, that the party desiring Federal Appeal shall call for same by 2:00 o'clock P. M. of the same day the parties to the contract view the reinspection, if done so before 12:00 o'clock M. of that day. If viewed after such time, Federal Appeal may be called by 12:00 o'clock M. of the next succeeding business day.

If reinspection, or Federal Appeal, is called, sustains the original inspection, the reinspection and Federal Appeal charges and all expenses that may accrue as the result of the call must be paid by the party calling for reinspection or Federal Appeal. If the grade is changed on final inspection from the original inspection, the other party must pay the expense.

In all cases of calls for reinspection or Federal Appeal, the other party shall be notified at once.

Provided, that any car shall be subject to rejection which is unevenly loaded by having grain of inferior quality so placed in the car as to attempt to conceal such grain, evidence thereof appearing upon Federal Appeal certificate by the following notation: "This grade is based on a material portion of inferior grain located in _____" or words to the same effect; and provided, further, that any car containing fire-burnt grain or carrying a smoke odor shall not be considered merchantable or applicable on any sale as hereinbefore provided."

The rule governing reinspection on grain bought to arrive was amended to read as follows, conforming to the present practice.

Section 19. Purchasers of grain by grade to arrive may have the cars tendered as a delivery on such contracts sampled by an official sampler. The purchaser may call for reinspection or Federal Appeal by 1:00 o'clock P. M. of the second succeeding business day from time of regular tender and in case of change of grade the contract price shall be adjusted in accordance with the contract terms, basis the new grade. Provided, that if on account of loading, or for any other cause, the sampler cannot make proper sample (and the certificate of the sampler or inspector to that effect shall be proof sufficient), the time for reinspection or Federal Appeal shall then extend to such time as proper sampling can be made, provided the car remains within the jurisdiction of this Board. If such car is shipped beyond the jurisdiction of this Board before such sample is secured, it shall be construed that the purchaser waives the right to reinspection and Federal Appeal. Provided, further, that any charges accruing on account of inability to secure such sample shall be paid by the seller.

Provided, further, that any car shall be subject to rejection which is unevenly loaded by having grain of inferior quality so placed in the car as to attempt to conceal such grain, evidence thereof appearing upon Federal Appeal certificate by the following notation: "This grade is based on a material portion of inferior grain located in _____" or words to the same effect, and provided further, that any car containing fire-burnt grain or carrying a smoke odor shall not be considered merchantable or applicable on any sale as hereinbefore provided.

Grain Carriers

The steamer J. E. Reise, with grain from Duluth, recently ran aground near Chicago, its destination.

A spring meeting of the National Industrial Traffic League will be held at a date yet to be fixed, contingent upon the progress in railroad consolidation legislation, to which the League is opposed.

Winnipeg, Man.—Boat owners have advanced their grain rate from the head of the lakes to Buffalo to 5 cents per bu. Present wheat in store at the lakehead represents grain sold, or the holdings of the independent farmers.

G. N. 39195 is an automobile box car recently built 50 ft. 6 ins. long and 9 ft. 2 ins. wide, inside, with a load capacity of 151,600 lbs. It is in striking contrast to the St. P. & Pac. 1320 built in 1879 with 28,000 lbs. capacity.

Surplus serviceable railway equipment for the period ending Nov. 8 was 47,239 box cars, 37,726 coal cars and 103,969 all freight cars. Practically no shortage was reported for the same period, says the American Railway Ass'n.

St. Paul, Minn.—Ivan Bowen, Minnesota railroad and warehouse commissioner, has presented the petition of the northwestern states asking that interchange rates be altered so railroads of the eastern district would not be earning a higher return than northwestern roads.

An Order in Council permits United States vessels to load grain for winter storage in any Canadian port before the close of navigation this year, provided that the cargoes are unloaded at Canadian ports in the spring.—Lynn W. Meekins, American Trade Commissioner at Ottawa.

Washington, D. C.—Proposed new schedules of northwestern railroads to be effective Nov. 27, which would have increased grain rates from the Dakotas, Montana and Minnesota to Chicago and other marketing centers, were ordered suspended until March 27, by the Interstate Commerce Commission.

Philadelphia, Pa.—The United States District Court has annulled the order of the Interstate Commerce Commission providing for a pro-rata distribution of privately owned coal cars among bituminous mines in times of railroad car shortage. The decision results from nearly 100 suits brought to set aside the order of the Commission.

Kansas City, Mo.—A joint meeting of traffic officials of southwestern railroads and representatives of grain interests in the midwest, held here early this month, failed to reach an agreement on equalization of grain freight rates. The conference was called in an effort to agree on equalization of grain rates with a view of making recommendations to the Interstate Commerce Commission.

Washington, D. C.—The Interstate Commerce Commission has reopened docket No. 12798, Galveston Commercial Ass'n v. G. H. & S. A., et al, for rehearing, in compliance with the demands and requests of the Louisiana Public Service Commission, New Orleans Joint Traffic Buro, M. P. R. R., T. & P. R. R., Kansas City Board of Trade and other interests. In the first hearing the Commission prescribed the relationship of rates on grain, cotton seed and peanut cake and meal, also numerous other commodities, between New Orleans and Galveston for export, import and coastwise traffic, based on a finding of undue prejudice against Galveston.

Grain and grain products were loaded into 53,121 cars during the week ending Nov. 21, 6,417 cars above the week before, but 6,574 cars under the same week last year. It was, however, an increase of 1,039 cars over the same week in 1923. In the Western districts alone, grain and grain products loadings totaled 33,959 cars, a decrease of 5,265 cars under the corresponding period last year.

Fort Worth, Tex.—Proposed reductions in the rates on grain and grain products, seed and seed products, from points in Colorado, Wyoming, Kansas, Arkansas, Oklahoma and Missouri to points in Louisiana west of the Mississippi river have been canceled largely due to the efforts of Texas interests who held that such reductions would unduly impair the business of Texas millers and grain men.—P. J. P.

Winnipeg, Man.—Eight large grain vessels were tied up at the lake head on Dec. 9, unable to find cargoes. Exporters were refusing all offers of space down the lakes the only 4 days of insured navigation remained, confident that the premiums demanded by the vessels would be reduced. Some claimed they preferred to ship their grain thru Vancouver later, rather than pay the present demands of the vessel owners.

Sioux City, Ia.—Railroads are asking an increase of 6 cents per 100 lbs. on grain from Sioux City and Sioux Falls districts to Denver and Salt Lake district points. The Interstate Commerce Commission has set a hearing. C. A. Carr of Sioux Falls, of the South Dakota Railroad Commission, and Freeman Bradford, sec'y of the Sioux City Grain Exchange, are vigorously protesting the increase.

Kansas City, Mo.—The complaint of the Kansas City Board of Trade before the Interstate Commerce Commission seeking 7 cents on corn and 8 cents on wheat under Omaha to the same destinations in Arkansas, Louisiana, Mississippi Valley, Southeastern and Carolina territories, was vigorously contested by Omaha and St. Louis with the result that no change in the present proportion of rates was made.

Grand Forks, N. D.—The North Dakota Terminal Exchange and the North Dakota Mill & Elevator Ass'n have petitioned the North Dakota Railroad Commission to recognize Grand Forks as a terminal grain exchange and adjust the intrastate rates on grains accordingly. The Commission is asked to investigate the present intrastate grain rates to and from Grand Forks and to establish such rates as will put the Grand Forks terminal on a basis equal to that of other terminals.

New York, N. Y.—A fleet of floating bridges or superlighters to ferry loaded cars of grain in the winter would make business for New York State's \$2,000,000 grain elevator on Gowanus Bay and save for this port the heavy grain cargoes during the ice season, which are now being diverted to Philadelphia and Baltimore, according to Chas. W. Austin, state superintendent of Canal Terminals before the Barge Canal Survey Commission recently. Winter congestion has made the freight terminal facilities unsatisfactory.

Washington, D. C.—Completed work on the valuation of the railroads of the United States will cost the Government and the railroads a total of approximately \$135,000,000. Work has been under way since 1913, during which time the government has spent \$27,400,000 and the railroads \$85,000,000. Congress has agreed to appropriate \$3,500,000 for a 3-year program with which the Commission expects to complete the work. At the close of the Congressional session last a force of approximately 340 employees were engaged in the valuation activities. Since then 330 employees have been added.

Fargo, N. D.—Hearings are being conducted here by the Interstate Commerce Commission on 6 freight rate cases. The first was perpetuated by the proposal of the carriers to increase rates on grain and all mill products from North Dakota points to the Twin Cities and Duluth. The second results from the petition of the Farmers Grain Dealers Ass'n and the North Dakota Farm Buro Federation asking reductions on the same items on which the railroads want an increase. The third is an application by the North Dakota Fair Freight Rate Ass'n for reduced grain rates. The fourth is initiated by the Fargo Commercial Club, which alleges discrimination in favor of Moorhead, Minn., over Fargo. The fifth constitutes a complaint by the South Dakota State Railroad Board that South Dakota points are being discriminated against in favor of north Dakota points and asking adjustment. The sixth involves application by the C. M. & St. P. railroad for permission to continue meeting the shortline rate from Fargo to the Twin Cities and Duluth, without reducing rates to other North Dakota non-competitive cities.

Corn Belt Moving North Into Canada.

A corn show was held recently at Lethbridge, Alberta, Canada, with more than 2,500 well matured ears on exhibit coming from 61 individual exhibitors, whose farms extend from the Montana border north to Carmangay and Bindloss, between Lethbridge and Medicine Hat, where our winter blizzards are supposed to originate.

It is significant that this section of Alberta, drought-ridden and seemingly hopeless, swept the boards of prizes at the corn show.

Parasites in Political Positions.

Former Senator J. Hamilton Lewis, in an address last week before the Western Canners Ass'n at Chicago, declared himself in favor of the abolition of the Federal Trade Commission and the Industrial Commission. In part he said:

Out of 544 causes before the different tribunals on the Sherman anti-trust act 460 were eventually taken to the courts after the parties to the disputes had gone bankrupt or the cause itself lost by the delays in procedure. Thirty were settled before hearing, and in only eleven of those actually decided by the tribunals was their decision accepted as final by the parties involved. . . . And immediate recourse to the court by simple procedure would have given full relief and precluded what is now apparent to have been a persecution upon the citizens and the government.

Let us summon the president and congress to note that there are now 600,000 office holders holding the resources of the taxpayers, of whom 65,000 are spies on business. We have fifteen separate commissions with thousands of employees acting in the form of governing bodies whose object is to suspect, examine, then condemn and obstruct anything in any system of business that does not serve their objects. From this follow embargo and obstruction to independent progress.

We ask that business be released from the clouds of suspicion and freed from the bonds of oppression that the 130 laws and regulations of government passed in the last ten years have put upon it.

To Form National Shippers Advisory Board.

The regional advisory boards have been so successful in placing railroad cars where needed by shippers that the formation of a national board will be considered at a joint conference of the 12 regional boards to be held at Chicago Jan. 7 with executives of the American Railway Ass'n.

About 600 shippers and 100 railway officials are expected to participate.

W. J. L. Banham, general chairman of the Atlantic states shippers advisory board, says "This will be the first time that the buyers of transportation in this country have had a chance to form a national organization to deal with car service problems."

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Arkadelphia, Ark.—Lightning slightly damaged the plant of the Arkadelphia Mfg. Co. recently.

CALIFORNIA

Holtville, Cal.—The Holmes Bros. Feed & Grain storage has opened for business.

Oakland, Cal.—The plant formerly known as the Western Mfg. Co. is now in operation as the Oakland Terminal Elvtr. Corp. E. S. Woolner is in charge.—Terminal Elvtr. Corp.

Los Angeles, Cal.—C. G. Flammer, formerly with S. C. Dunlap, has now opened an office under his own name, and will handle grain and mill feeds in carload lots for import and export.

CANADA

Winnipeg, Man.—James D. Fraser has been appointed Chief Inspector of Grain for the Dominion, at Ft. William, Ont., effective from September 1, last, in succession to George Serls who resigned and has been made chairman of the Board of Grain Appeal at Winnipeg.

Owen Sound, Ont.—The new 1,000,000 bu. municipal terminal elvtr. on Georgian Bay was recently opened for receipt of grain. The steamer, Home Smith, with 260,000 bus. of wheat and oats, the first to unload, was the first grain steamer to arrive since 1911, when the old elvtr. was burned.

Vancouver, B. C.—The Banner Grain Co. of Edmonton, Alta., with capitalization of \$1,000,000, will build a 1,000,000-bu. terminal elvtr. at Vancouver if concessions of free site and exemption from taxation for ten years are given the plant. Otherwise it will be built at Victoria or New Westminster, B. C., according to the statement of W. C. Macnab, managing director of the company.

Vancouver, B. C.—The Grain Exchange council of the Merchants Exchange has petitioned the railroads here to reintroduce the permit system of west-bound shipments, which was set aside earlier in the year. This action was prompted by the grain now in Vancouver being under one control, leaving a majority of the trade without stocks from which to load ships due to arrive very shortly. The railways, however, do not appear willing to change the present system.

COLORADO

Craig, Colo.—The Hungarian Mills Co., Denver, is now operating the plant of the Elkhead Elvtr. Co. It is in charge of W. N. True.

Denver, Colo.—H. G. Mundhenk will assume the duties of sec'y of the Denver Grain Exchange Jan. 1, succeeding C. B. Rader, who leaves to become sec'y and traffic mgr. of the Wichita Board of Trade. Mr. Mundhenk has, for the last few years, been connected with the Colorado Mfg. & Elvtr. Co. He will retain his position as sec'y of the Rocky Mt. Bean Dealers Ass'n, a position he has held for four years.

IDAHO

Lewiston, Ida.—The Bunge Western Grain Corp. has announced the closing of the firm's offices at Lewiston, Spokane, Wash., and Portland, Ore., on Dec. 31. After that date the Seattle office will be the only one operated in Idaho, Washington and Oregon.

ILLINOIS

Virden, Ill.—The Co-op. Grain Co. has increased capital from \$16,000 to \$30,000.

Elmore (Barrow p. o.), Ill.—The elvtr. of V. C. Elmore was slightly damaged by windstorm.—Mueller Grain Co.

Arnold, Ill.—T. J. Kinnett, mgr. of the Farmers Elvtr. Co., was seriously injured Nov. 2, when using a 22 powder cap to start a gasoline engine. The cap exploded, blowing off the little finger of the right hand, injuring the other fingers on that hand, and also the right side of his face.

Weston, Ill.—We tore down and rebuilt our coal sheds, refloored the driveway in elvtr. and put in new steel turnheads in the top of elvtr. We also bot, on Dec. 5, the two local elvtrs. of the Inland Grain Co., which operated here under the name of C. E. Graves & Co., and now own all three elvtrs. in Weston.—W. W. Luhring, Western Grain Co. Co-op.

CHICAGO NOTES.

Board of Trade membership sold at \$8,400 net to the buyer Dec. 4, an advance of \$400 over price paid Dec. 3.

A portion of the Chicago & Northwestern Terminal Elvtr. has been declared regular by the directors of the Board of Trade.

A call for all open trades over 100,000 bus. in futures was made by the Grain Futures Administration Dec. 4 to check December wheat for the business conduct com'ite.

The Nash Wright Grain Co. retired from business Oct. 1. The writer sold his membership in the Board of Trade and retired from the grain business.—Ed. Andrew.

Rules of the Board of Trade have been re-codified by a com'ite, approved by the directors, and ordered posted for ballot. A change to a new clearing house system necessitated a revision.

Frank Harlow, head of the Frank Harlow commission firm, died Nov. 28, aged 65, at the Cooper-Carlton hotel, following a week's illness. Mr. Harlow has been a member of the Board of Trade for 42 years. Funeral services were held at Toledo, Ohio, which was the birthplace of Mr. Harlow.

After an exciting day of trading, James M. McClean, for 33 years a member of the Board of Trade, dropped dead as he entered his home, on the evening of Dec. 8. Mr. McClean first appeared at the Board of Trade as a messenger in 1890, becoming a member two years later. In 1896 he formed a partnership with John C. Wood.

Under the new contract the Western Union Telegraph Co. will pay the Board of Trade annually for the privilege of disseminating the continuous future quotations, \$36,000, or \$6,000 more than was paid by the Western when it shared this privilege with the Cleveland Telegraph Co. The royalty will be paid on each ticker, perhaps reaching \$100,000. The Western Union, in return for the exclusive privilege, will expend about \$30,000 immediately on improvements.

Recently elected members of the Board of Trade are: Ralph B. Fairchild, Ralph B. Fairchild & Co., Little Rock, Ark.; E. M. Deacon, Moyse & Holmes, New York City; John J. O'Brien, Jr., Kidston & Co., Chicago; Francis R. Rogers, F. R. Rogers, broker, Chicago; Harold L. Bache, J. S. Bache & Co., New York City; and Eugene J. Meyer, Geo. J. Meyer Malt & Grain Co., Buffalo, N. Y. Applications for membership have been received from the following: Jas. E. Grady, Chas. M. Nichols, Patrick J. Barrett, and Geo. S. Hutchinson. Those making application for transfer are: Henry Hathaway, Alphonse Moyse, Wm. P. Quinlevan, Est. of E. W. Wagner, M. M. Freeman and Chas. Delafranc.

John A. Bunnell was nominated for pres. of the Board of Trade and Edwin A. Doern for v. p., by the nomination com'ite of the board, Dec. 8. The election will be held Jan. 4. Mr. Bunnell is head of the Hately Bros. Co. He served as pres. in 1909, as v. p. in 1907-08, and two terms in the directory in 1898 and in 1918. Mr. Doern is sec'y of the Pope & Eckhart Co. He has been a member of the board since 1897 and has served six years as a director. Directors nominated are, with one exception, members who have been on the board for years. They are: John C. Wood, Horace L. Wing, Lester N. Perrin, Earle M. Combs, and Charles V. Essroger. Other nominations are: Nominating Com'ite for 1926: T. E. Cunningham, Luther S. Dickey, Robt. P. Boylan, John E. Brennan, and Arthur E. Lindley. Appeals Com'ite: Frank L. Carey, Frank G. Coe, Howard D. Murphy, Geo. A. Koehl, and Orrin S. Dowse. Arbitration Com'ite: Walter Metcalf, Robt. L. Hanley, Alex McD. Simons, W. C. Jacobs, and C. H. Canby, Jr.

The GRAIN DEALERS JOURNAL.

An amendment to paragraph F of Rule 9 of the Board of Trade has been posted for ballot striking out the clause forbidding members from paying profits to customers on open trades.

Objections have been made to the inclusion of low grade wheat in the report of local stocks. A request for a report on the condition of the wheat has been referred by the directors of the Board of Trade to the warehouse com'ite, there being, it is said, 1,000,000 bu. of low grade wheat owned by the Grain Marketing Co. in the private part of the Northwestern Elvtr.

INDIANA

Indianapolis, Ind.—The annual meeting of the Indiana Millers Ass'n will be held in the Board of Trade Bldg., Dec. 17.

Minden (Valparaiso p. o.), Ind.—We are installing a new cleaner in our elvtr.—Morgan Twp. Farmers Co-op. Elvtr. Co.

Bloomfield, Ind.—We expect to remodel our elvtr., which is the only one here, in the spring.—The Bloomfield Mill & Elvtr. Co.

Fairmount, Ind.—In addition to some other repairing, we have installed a Dreadnaught Feed Grinder.—Chas. F. Nabor & Co.

Nora, Ind.—McComas & Randall have incorporated for \$18,000, for the purpose of operating the elvtr. and grain business at Nora.

Haubstadt, Ind.—Lorraine Ziliak, daughter of August J. Ziliak, partner in the Ziliak-Schaefer Mfg. Co., was killed recently in an auto crash.

Linn Grove, Ind.—Burglars forced the lock on the door of the elvtr. of the Berne Equity Co. and took 6 sacks of clover seed belonging to a farmer.

Coatesville, Ind.—The dissolution of the Coatesville Elvtr. & Feed Co. is due to the purchase of all the stock by Alonzo J. Smith, pres. and mgr. He will operate under the name of Alonzo J. Smith.—Coatesville Elvtr. & Feed Co.

Peru, Ind.—Scott J. Hurst, receiver for the Farmers Co-op. Elvtr. Co., has presented a petition in the circuit court for authority to sell the real estate and elvtr. building, equipment and machinery, at private sale, the elvtr. to be operated as a going concern until sold.

Indianapolis, Ind.—McComas & Son have incorporated for \$35,000, to operate the grain elvtrs. at Fishers and Castleton, Ind. McComas & Randall have also incorporated, the incorporators being Paul McComas, the son, and Clyde Randall, who will manage the business and grain elvtr. at Nora, Ind.

London, Ind.—The Guild Grain Co. of Fairland, has purchased the plant formerly owned by the American Hominy Co., which will be operated under the name of London Grain Co. The London Grain Co. has recently been incorporated for \$10,000; Merrill D. Guild, Lily K. Guild, J. Harvey Snider and Jennie M. Snider being directors of the concern. The plant just purchased will be remodeled and superintended by Mr. Guild, altho a local mgr. will be stationed at London.

Mexico, Ind.—The appellate court has affirmed the judgment of the Wabash circuit court in the damage suit of the Mexico Elvtr. & Live Stock Co. v. the Pennsylvania R. R. Co. in awarding the plaintiff \$16,000 damages. The elvtr. company alleged that the railroad company was responsible for the fire of about four years ago which destroyed the elvtr. Sparks from a locomotive were alleged to have started the fire. The insurance company with which the plant was insured, joined with the elvtr. company in bringing suit.

Dale, Ind.—The flour mill at Dale, Indiana, operated during the past few years under the name of the Dale Mfg. Co., will again become the Wallace Mfg. Co. The plant, which includes a 50,000-bu. elvtr., was the property of the latter company until 1921, when it was sold to the Dale Mfg. Co., composed of C. E. Schaaf, Louis Huppert and Horace Walter, from whom Donald and Roland Wallace, heads of the Wallace Mfg. Co. of Huntingburg, Ind., have recently purchased their interests. The Wallace Mfg. Co. will take possession Jan. 1, 1926, but will continue to operate the mill at Huntingburg as well, where they have made various improvements during the past year.

IOWA

Greene, Ia.—The new feed mill of E. L. Bruce & Son is now in operation.

Iowa City, Ia.—Mail addressed to W. H. Green has been returned unclaimed.

Strahan, Ia.—The elvtr. of the Farmers Elvtr. Co., burned some time ago, is to be rebuilt.

Wyo, Ia.—F. P. Waters has succeeded G. Kellogg as agt. for Gund & Sein.—F. P. A.

Monona, Ia.—The Monona Farmers Co-op. Commission Co. has recently been incorporated for \$25,000.

Bloomfield, Ia.—The elvtr. belonging to J. H. Taylor has been torn down and there is none here now.—X.

Odebolt, Ia.—The Cracker Jack Co. has built two new cribs for pop corn storage, holding 35,000 bu. each.

Davenport, Ia.—A dust explosion in a grain conveyor of the Kellogg Co.'s plant damaged equipment and destroyed some grain.

Riverton, Ia.—We are building a new 12,000-bu. elvtr., replacing the one burned several months ago.—Good Bros. Seed & Grain Co.

Cleghorn, Ia.—Sam Lassen, formerly mgr. of the Farmers Elvtr. Co., is now purchasing agent for the Farmers Grain Dealers Ass'n.

Remsen, Ia.—H. B. Frericks, mgr. of the Frericks elvtr., has re-opened the plant which was closed in October due to lack of business.

Bancroft, Ia.—A large electric motor in the plant of the Farmers Elvtr. Co. burned out recently. An engine was used while the motor was being replaced.

Sioux City, Ia.—L. J. Nelson, formerly connected with the Beach-Wickham Grain Co. at Carroll, Ia., has had the wire here on his own account since Oct. 1.

Clutier, Ia.—Hora & Juva do not own or operate a grain elvtr., but are installing a mill in the Farmers Elvtr. Co.'s elvtr. to do custom grinding.—Farmers Elvtr. Co.

Delta, Ia.—J. P. Bowen is installing new equipment in his plant and excavating the basement of the elvtr. so that feeds and grain can be unloaded from cars without extra handling.

Antho, Ia.—W. S. Brant has moved the elvtr., which he purchased from the Farmers Union in 1923, onto his own land and will use it for private storage.—Roy E. Horton, mgr., Quaker Oats Co.

Sioux City, Ia.—The McCaul-Dinsmore Co. and the Quinn-Shepardson Co. closed their offices in October, the former company moving to Storm Lake, Ia. The office at Mitchell, S. D., is also reported closed some time ago.

Anderson, Ia.—The sale to Good Bros. of Hamburg, of the elvtr. of VanBuskirk Bros. has been reported, and the purchase of the elvtr. of W. F. Otte, also at Anderson, is said to have been made by Good Bros. some time ago.

Blencoe, Ia.—The Blencoe Farmers Elvtr. Co. has purchased the Nye-Schneider-Jens Co.'s property and will use the elvtr. for storage purposes. This will give the former company control of the grain business in Blencoe. The price paid was \$8,000, plus the inventory on Jan. 1.

Spencer, Ia.—A popcorn elvtr. and custom grinding plant, 24x26 by 70 ft. high, is being constructed for the Spencer Popcorn Co., Wood Batson, proprietor. It will be equipped with storage for ear and shelled corn, sheller and drier; storage warehouse for sacked popcorn, and workroom for sacking and packaging. The plant is now under construction and should be finished by March 1.—Spencer Grain Co.

When Selling CORN or OATS

Wire

SIMONDS-SHIELDS-LONSDALE
Grain Company
KANSAS CITY, MISSOURI

We are in the market every day

Operators of the Milwaukee and Rock Island Elevators—total capacity 5,500,000 bushels.

Maxwell, Ia.—The Maxwell Roller Mills, owned and operated by F. W. McClintock, were completely destroyed by fire with all the contents, Dec. 1. The loss is estimated at close to \$15,000, with only \$4,000 insurance. Mr. McClintock is undetermined at present whether to rebuild.

Alton, Ia.—J. C. Folger, former Alton grain buyer, who was found guilty of larceny by embezzlement of a quantity of grain stored in his elvtr. by farmers, has been denied a new trial and sentenced to the penitentiary at Ft. Madison for a term of five years, with appeal bond fixed at \$2,000. In this case it appeared that the defendant had been practicing a common custom among the elvtr. men of selling the grain stored by farmers, making no charge for the storage, and then buying futures against this grain. Mr. Folger is past 68 years of age, has been in the elvtr. business for many years and has always borne an excellent reputation. Undoubtedly he originally had no intention of embezzling this grain, but the unstable market conditions brot about by this method of doing business led to this serious result.

KANSAS

Halls Summit, Kan.—Mail sent to Regle Bros. has been returned unclaimed.

Lane, Kan.—The Lane Elvtr. Co. has succeeded the Lane Co-op. Elvtr. Co.—X.

Haworth (Cuba p. o.), Kan.—J. A. Pugh is operating the elvtr. formerly owned by the Duff Grain Co.

Hutchinson, Kan.—The grain department of the Moses Bros. Mills, and the Kansas Grain Co. have been consolidated.—Kansas Grain Co.

Plains, Kan.—I will install a truck dump in the elvtr. recently purchased from the Wilson Land & Grain Co., and do some remodeling.—D. K. Baty.

Florence, Kan.—The Kansas Flour Mills Co. has leased the plant of the Rohrer Elvtr. Co. N. D. McCallum is local mgr. for the company.—Kansas Flour Mills Co.

Wichita, Kan.—Fire, shot to have been caused by defective wiring, caused damage estimated at \$50,000 to \$100,000 to the plant of the Imperial Flour Mills Corp., on the night of Dec. 7.

Holton, Kan.—A new 25-h.p. Westinghouse Motor has been installed in the Krubaker elvtr. which was recently leased to the Salina Produce Co. of Salina, Kan.—H. W. Kueker, Salina Produce Co.

Galva, Kan.—A new firm at Galva is the A. L. Flook Grain Co., which is considering the installation of a truck dump. The Galva Mfg. Co. is discontinued.—A. L. Flook, Farmers Co-op. Grain & Supply Co., Canton.

Wichita, Kan.—Despite denials that the Larabee Mills Co. is not considering sale of its properties to the General Baking Corp., it is again reported that the company is passing into new hands and that for the past two months stock has been changing hands.

Wichita, Kan.—It has been reported, and also denied, that the pres. of the Kansas Flour Mills Co., Thad Hoffman of Kansas City, Mo., has been authorized by the stockholders of the company to sell all holdings of the company for \$3,500,000 above all indebtedness.

Liberal, Kan.—Previous reports to the effect that I. R. Salley of the Light Grain & Mfg. Co. was a member of the firm of Vickers & Salley, were in error. J. H. Salley and W. E. Salley are the only ones of that name connected with the Vickers & Salley firm. There was no change in the personnel of the firm when the recent change of name was made.—J. H. Salley, mgr., Vickers & Salley.

KENTUCKY

Sturgis, Ky.—W. T. Quinn will continue the grain business of his father, J. W. Quinn, who died recently.

Louisville, Ky.—I have gone into the grain and feed brokerage business for myself, having previously been connected with another brokerage firm of this city.—J. L. H. Harper.

LOUISIANA

Shreveport, La.—The recent report regarding the election of J. H. Blalock as mgr. of the Shreveport Grain & Elvtr. Co. is erroneous. Mr. Blalock is an employee but not a stockholder. L. B. Finley is v. p. and gen. mgr. of the company.—L. B. Finley, Shreveport Grain & Elvtr. Co.

MARYLAND

Baltimore, Md.—The condition of H. Frank Mellier of Hayward & Co., who has been taking treatment in a local hospital for stomach ailment, is somewhat improved.

Baltimore, Md.—Under the terms of the will of Lewis J. Lederer, who died Nov. 7, Caroline Lederer, a sister of Mr. Lederer, was bequeathed the income from \$3,000 for life; Mrs. Mary Wellsler, another sister, was left the income from \$2,000; and to each of his brothers the testator bequeathed \$1,000. Robert Lee Butler, bookkeeper of the firm of Lederer Bros. for many years, was left \$2,000. The income from the residue of the estate goes to Mrs. Lederer for life, with the authority to dispose of the principal at her death.

MICHIGAN

Prescott, Mich.—The Prescott Co-op. Ass'n has installed a new hammer mill.

Harmony Grove, Mich.—The warehouse, barn, and part of the elvtr. of D. C. Ramsburg & Son were recently destroyed by fire.—P.

Novi, Mich.—The office of the A. L. Hill's elvtr. was broken into and the papers of the office ransacked but nothing was stolen.

Gladstone, Mich.—Purchase of the Soo Line Railway Co.'s elvtr. is being considered by the Cargill Elvtr. Co. of Minneapolis, one of the largest grain elvtr. concerns in the northwest.

Detroit, Mich.—The Swift Grain Co. has filed petition for dissolution in the circuit court of Wayne County. This action follows the death of T. W. Swift, pres. of the company, on Oct. 24, 1925.

Port Hope, Mich.—Improvements amounting to \$3,500 has been made to the Stafford Mfg. Co.'s plant. The changes include a new generator, two panels in the switchboard and a new engine for night service.

Elsie, Mich.—We are installing a new 20-in. Munson Motor Driven Attrition Mill, and giving the feed department a complete overhauling. We are also putting motors in the elvtr. in connection.—Curtis Elvtr. & Supply Co.

St. Johns, Mich.—Leading elvtr. men from three of the four ass'n in the state met Nov. 10 to discuss the bean situation and other matters. The three ass'n represented were the Capitol, Central Michigan, and Owosso.

Mt. Pleasant, Mich.—George F. Crippen, owner of a patent on a bean picker formerly manufactured at Mt. Pleasant, was awarded judgment of \$27,740 in circuit court, against H. E. Chatterton & Son, owners of a line of elvtrs. This is the second time the plaintiff has won the suit in the lower courts. Conspiracy to defraud was alleged by Mr. Crippen. He maintained that the Chatterton company as stockholders and sales agents confined the sale of the patented device to their own elvtrs. and did not push the sale as they should have done, thereby making the stock valueless. Mr. Chatterton, in denial, said that he was an interested stockholder in the Crippen Mfg. Co. and attributed the failure of the company to the depression of 1920. It is said an appeal will be taken.

MINNESOTA

Windom, Minn.—The Burke Grain Co. of Sioux Falls, S. D., opened an office Dec. 1, with L. T. Evans in charge.

Sleepy Eye, Minn.—In addition to other improvements made recently we are installing Eureka Corn Cracker and Grader.—Farmers Elvtr. Co.

St. Hilaire, Minn.—Mr. Roe, of the firm of Sandberg-Roe Co., has bot the interests of his partner and now owns the plants at Crookston, Thief River and St. Hilaire.

Buffalo Lake, Minn.—The Farmers Elvtr. Co. has let the contract to the T. E. Ibberson Co. for installation of a Strong-Scott Dump and a 10-ton Fairbanks Scale. Other repairs are also being made.

Marshall, Minn.—The Independent Elvtr. Co. has let a contract to the T. E. Ibberson Co. for installation of a Strong-Scott Dump, 10 ton, 14 ft., Fairbanks Scale, and other repairs to be made on the plant.

Mankato, Minn.—Henry Mickelson of Okabena was elected pres. of the board of directors of the Southern Minnesota Mgrs. Ass'n, at a meeting held Nov. 23. Ole Johnson was made v. p.; Fred Steinhauser, treas., and J. J. LaDue of Mankato, sec'y.

Albert Lea, Minn.—Purchase of a substantial interest in the Lea Mfg. Co. by J. R. Caldwell, a former mgr., will result in reviving the industry, Jan. 1. The mills have been idle for some time. Mr. Caldwell, who was mgr. from 1916 until 1920, has recently been operating a mill at Stafford, Kan.

MINNEAPOLIS LETTER.

Mail addressed to the O. T. Johnson Co., reported incorporated last June, has been returned unclaimed.

Carl C. Johnson, who has been in the mill feed business for some time, will become associated with Hallet & Carey Co., Jan. 1.

Four men were killed and a fifth seriously injured Nov. 22, while at work on the new grain tanks of the Marquette Elvtr. Co. The construction crew was engaged in removing the heavy wooden frame used in the concrete construction when the supports collapsed, precipitating the five men into the tank.

MISSOURI

Ava, Mo.—The Ava Farmers Exchange will erect a feed mill.

De Witt, Mo.—The local flour and feed mill is to resume operation.

Conway, Mo.—A feed mill will be erected by the Conway Mfg. Co.

Miller, Mo.—The Miller Elvtr. Co. is building an addition to its plant.

New London, Mo.—J. W. Youle has purchased the elvtr. belonging to the Carter-Shepherd Mfg. Co.

Odessa, Mo.—David Clark Baggally, founder of the Baggally Mfg. Co., died recently at the age of 95.

Montgomery City, Mo.—J. D. Marlow, Sr., for many years associated with the Prairie Mfg. Co., died recently following a very brief illness.

Anniston, Mo.—L. F. Dickmeyer, who was mgr. for the Mississippi County Elvtr. Co., former owners of the elvtr. at Anniston, is now mgr. for the Whitehead-Davis Grain Co. of Charleston, purchasers of the business.

Jamesport, Mo.—D. H. Mason of Trenton, has leased the elvtr. formerly operated by the Jamesport Farmers Mill & Elvtr. Co., but sold Aug. 1 at mortgagee's sale to A. J. Place. Mr. Mason operated an elvtr. in Jamesport several years ago.

Chillicothe, Mo.—B. C. Christopher & Co. of Kansas City are opening a local office, with special wire connection with the Kansas City and Chicago markets. Lee Bryan of Chillicothe, and A. Sittler of Kansas City, will be in charge of the office.—P.

Hannibal, Mo.—J. W. Youle has purchased the Eagle Mill building and machinery of the Carter-Shepherd Mfg. Co. The deal also includes the company's elvtr. at New London. The Carter-Shepherd Mfg. Co. retains its brands and good will. Possession of the plant is to be given about Jan. 1.

Andover, Mo.—A new 15,000-bu. elvtr., replacing the one burned some time ago, is being built for the Farmers Grain & Seed Co. of Lamoni, Ia., by the Younglove Const. Co. It is to be a very complete plant in every way and will be equipped with a 15-h.p., Type Z, Fairbanks-Morse Engine, circulating self-draining pump, 1,500-bu. Fairbanks Automatic Scale, No. 34 Western Gyrating Cleaner, Globe Truck Dump, Union Iron Works Corn Feeder, and manlift.

KANSAS CITY LETTER.

A portrait of E. D. Bigelow, dean of American grain exchange officials, has been completed by Miss Sarah Ricker Knox, New York artist, and hung in the directors' room of the Board of Trade.

Members of the Board of Trade have petitioned the directory for the appointment of a com'ite of five members to consider an increase of the commission charges for handling grain futures. The present fee is \$7.50 for 5,000 bus.

Harry J. Dwyer of the Uhlman Grain Co. has applied for membership in the Board of Trade on transfer from B. C. Christopher, Sr., deceased. The membership sold for \$8,000, with no transfer fee. The last previous sale was \$9,000 net.

ST. LOUIS LETTER.

Vincent M. Jones, head of the Producers' Grain Co., is recovering from a recent illness.

Harry Savage, at one time connected with the Marshall Hall Grain Co., has re-entered the employ of that company.

The certificate of membership in the Merchants Exchange of John H. Cordes has been surrendered for purchase and cancellation.

W. A. Rook, for many years a member of the Merchants Exchange, died Dec. 4 of pneumonia. Business was suspended for a minute in his memory on the day of his death.

George P. Lamy, head of the Lamy Service Co. and brother of C. O. Lamy, pres. of the J. H. Teasdale Commission Co., and of Joe Lamy of the Lamy Grain Co., Chicago, died Nov. 28, aged 45 years. He had been associated with the grain trade for many years, and as a mark of respect business was suspended for one minute on the floor of the Merchants Exchange.

Two suits which, respectively, seek to set aside the sale of the property of the Mississippi Valley Elvtr. & Grain Co., under foreclosure, and to effect the appointment of a receiver to take over the assets of that company have been filed in Circuit Court by J. M. Nelson, Jr., one of the stockholders. The suit contends that the property was disposed of for far less than its actual worth, and that the sale is void because the board of directors did not authorize the execution of deeds totaling \$27,000 on the property under which foreclosure was made. The elvtr. of the company, which has been idle for some time, is an obsolete structure of wood, the insurance rates on which, it is maintained, would eat up all profit that might be gained thru its operation.

W. T. Anderson, formerly a grain merchant in St. Louis and pres. of the Merchants Exchange, died at Columbia, Mo., Nov. 29, aged 83 years. In 1868, Mr. Anderson bot the Boone County Mfg. & Elvtr. Co. at Columbia, which he sold in 1883, and moved to St. Louis, where he founded the grain commission house of W. T. Anderson & Co. This company was dissolved in 1893 and Mr. Anderson went in the grain trade alone. He had held a number of important positions at various times, among which were those of pres. of the United Elvtr. Co., and pres. of the Farmers Elvtr. Co. of St. Louis. In 1903 he again became connected with the Boone County Mfg. & Elvtr. Co., in which interests he was active until 1922, when he retired from business. At a meeting of directors and former presidents of the Merchants Exchange, memorial resolutions in honor of Mr. Anderson were passed. He is survived by his wife, one daughter and four sons.

NEBRASKA

Stanton, Neb.—The Stanton Mfg. Co.'s plant has recently been re-opened.

Cedar Rapids, Neb.—A 40-bbl. mill is being installed at the elvtr. of Van Ackeren Bros.

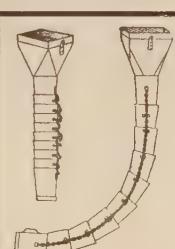
Memphis, Neb.—A. L. Clouse has taken over the elvtr. formerly operated by the Duff Grain Co.

Bozeman, Mont.—The Montana Flour Mills Co. has installed grain drying equipment in its plant here.

Norfolk, Neb.—A two-story addition is being made to the plant of the Norfolk Cereal & Flour Mills.

McCook, Neb.—W. R. Lages is mgr. of the new local office of the Scolular-Bishop Grain Co., of Kansas City.

Doniphan, Neb.—The mill of the Farmers Elvtr. & Mfg. Co., which was purchased at auction by the Commercial Exchange Bank, will be operated again shortly, with Elmer Orr in charge, under the firm name of Redman Grain Co.



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Garland, Neb.—W. C. Grots has been elected to succeed as mgr. of the Farmers Grain Co. Charles J. Kovar, who resigned.

Prague, Neb.—The Kasper Mfg. Co. has recently been incorporated for \$100,000 by Joseph F. and J. J. Kasper, E. E. Bures, H. R. Wilson and James Brox.

NEW ENGLAND

Cheshire, Conn.—The Cheshire Grain & Coal Co. has recently been capitalized for \$25,000.

Hamden, Conn.—B. B. Broadbent & Son have sold their grain business to Thomas C. Hadmen.—S.

New London, Conn.—Havens & Son, grain dealers and general store, have filed a voluntary petition in bankruptcy.

East Greenwich, R. I.—Roy Rawlings is building an addition to his hay and grain storehouse and general plant.—S.

Waterbury, Conn.—The Terryville Feed & Grain Co., recently organized, has opened a mill with Charles messenger as mgr.

Lewiston, Me.—The New England Grain Co. has purchased the Harris Grain Co.'s business, Mr. Harris remaining with the new owners as general mgr. of the company here.—S.

Providence, R. I.—The Federal Grain Co., Inc. has been incorporated with 300 shares of no par capital stock, by Edward G. Fletcher, Frank T. Easton and Clifford A. Brownell, all of Providence.—S.

Providence, R. I.—The offices of David A. Black, widely known grain and flour dealer in New England, in the Nat'l Exchange Bank Bldg., were completely wiped out by fire, Nov. 15, when a total of \$100,000 loss resulted to occupants of the building.—S.

Orleans, Vt.—E. C. Skinner, who has been associated with the J. G. Turnbull Co. since 1892, has retired from the firm. Mr. Skinner for some years owned the Brown & Skinner grain firm, which was later merged with the Turnbull company, he being in charge of the feed department until his retirement.—S.

NEW YORK

New York, N. Y.—George R. Roys is no longer associated with the Canadian Co-op. Wheat Producers, Ltd.

New York, N. Y.—Bertel B. Klee has resigned from his position with the Canada Atlantic Grain Export Co.

Batavia, N. Y.—Rumors of a merger involving the Postum Cereal Co. and the Jell-O Co., Inc., are being circulated. The New York Stock Exchange received notice from the Postum Cereal Co. of an increase in its authorized common stock from 800,000 to 1,375,000 shares.

BUFFALO LETTER.

James Naughton, 43, was killed instantly when he fell into the hold of the Steamer Delaware, which was being unloaded at the Wheeler Elvtr.

The opening of the new elvtr. of the Saskatchewan Co-op. Elvtr. Co., Ltd., took place Dec. 2. Edward G. de Grey has been made local mgr. for the company with offices in the Chamber of Commerce Bldg. Harry Wilson, who has been with the Electric Elvtr. here for more than 20 years, is supt. The head office of the company, the pres. of which is J. A. Maharg, is at Regina, Sask.

The Leeson Grain Co. has been incorporated for \$20,000 by A. H. Leeson, W. M. Klein and W. C. Moore, to conduct a general grain merchandising business. W. L. Stephens, formerly with the Churchill Grain & Feeds Co., will be in charge of the cash grain department. A. H. Leeson, pres. of the company, has been very successful in building operations here. The new firm's application for membership in the Corn Exchange is now pending.

NORTH DAKOTA

Rolla, N. D.—A new grain dump has been installed in the Elliott Elvtr.

Grand Forks, N. D.—The North Dakota State Mill was recently damaged by fire.

Aneta, N. D.—Repairs were made and a Strong-Scott Dump installed by the T. E. Ibbsen Co. in the elvtr. of the Farmers Grain Co.

Fero, N. D.—The St. Anthony & Dakota Elvtr. Co. is installing a new dump.—X.

New Rockford, N. D.—The farm elvtr. of Anton Lill, together with its contents of 5,000 bus. of grain, was completely destroyed by fire.

Grand Forks, N. D.—The annual convention of the North Dakota Farmers Grain Dealers Ass'n will be held in Grand Forks, Feb. 22 to 25.

Linton, N. D.—Ed. C. Kruger of Bosch & Kruger had his new sedan stolen by a 12-yr. old youngster. The culprit was apprehended the following day in Aberdeen, S. D.

Bartlett, N. D.—An elvtr. belonging to A. M. Enney, was recently burned. About 20,000 bus. of grain in storage were destroyed, the loss totaling \$35,000, fully covered by insurance.

Dunning (Maxbass p. o.), N. D.—We have had a truck lift installed and a new rope drive put in by the T. E. Ibbsen Co. The National Elvtr. Co. had a Strong-Scott Dump installed this fall.—Phipps & Keen.

Kelso, N. D.—The National Elvtr. Co. has recently made some repairs on its elvtr. at Kelso.—L. F. Shoemaker, agt., St. Anthony & Dakota Elvtr. Co., Hillsboro, N. D. (The T. E. Ibbsen Co. did the work.)

Grenora, N. D.—A new 25,000-bu., 12-bin elvtr. has been built for the International Elvtr. Co. It is equipped with a 10-h.p. Fairbanks-Morse Engine, and a 10-ton Howe Scale with a Strong-Scott Dump. T. E. Ibbsen Co. had the contract.

Burnstad, N. D.—The Logan County Elvtr. Co.'s plant is closed. The Wishek elvtr. is known as the Burnstad Farmers Elvtr. Co. and managed by A. J. Scheer. The buildings of the latter plant have recently been painted by the T. E. Ibbsen Co.

Faust (Valley City p. o.), N. D.—The elvtr. recently constructed for the Osborne-McMillan Co. to replace the one destroyed by fire in September, is now in operation, as is also the one at Lemert.—T. W. Crissman, mgr., Osborne-McMillan Co., Fessenden, N. D.

Hettinger, N. D.—All concrete work for the new elvtr. of the Hettinger Co-op. Equity Exchange is completed and it is expected that the structure will be ready for receipt of grain about Jan. 10. The new plant is being built in one unit, as distinguished from the old one, which had two units, one of 20,000 and the other of 25,000-bus. capacity.

OHIO

Lockwood, O.—We are installing a Sprout-Waldron Feed Mixer for custom grinding.—W. A. Northway & Co.

Kalida, O.—The elvtr. of the Odenweller Mfg. Co. was broken into recently and about 7 barrels of flour stolen.

McGuffey, O.—I bought the elvtr. of Mrs. T. Reed Dunlap and took possession Dec. 1.—W. J. Ward, formerly of DeGraff, O.

Pulaski (Bryan p. o.), O.—The elvtr. of the Farmers Co-op. Grain & Elvtr. Co. was destroyed by fire about six weeks ago and will not be rebuilt.—X.

Jewell, O.—Construction of the new elvtr. of the Farmers Co-op. Elvtr. Co. (also known as the Jewell Grain Co.) is under way, the foundation being nearly completed.

Carey, O.—The Carey Farmers Co-op. Co. has had a hanging metal roof, 32x12, placed over the two doors where grain is moved to and from the feed grinder.—S. A. Werner.

West Unity, O.—The elvtr. formerly owned by H. C. Dachsteiner, the purchaser of the Raymond P. Lipe Co.'s elvtr. at Bryan, has been bot by Rings & Grisier, who will start operation about Jan. 1.

Sherwood, O.—The elvtr. of Raymond P. Lipe, which was sold Nov. 17, was purchased by H. C. Dachsteiner, who also bot the one at Bryan.—P. J. Leithauser. (The price paid was reported as \$3,000.)

Roxanna (Spring Valley p. o.), O.—The elvtr. of the Spring Valley Farmers Exchange was completely destroyed by fire starting from an overheated engine, Dec. 2. The loss is estimated at several thousand dollars.

Martel, O.—The Martel Equity Exchange Co. is at present in the hands of a receiver, Geo. J. Orians, of Marion, O., who has requested the court to grant the privilege of either private or public sale of the company property.—X.

Englewood, O.—J. F. Stewart, sec'y of the Piqua Mfg. Co., and mgr. of the Dayton branch warehouse of the firm, has bot the grain elvtr. at Englewood, making his third purchase of this kind within the year. The other two elvtrs. are at Brookville and Union.

DeGraff, O.—J. H. Kinnan is in charge of the plant of the DeGraff Hay & Grain Co., recently purchased from Andrew Mohr by J. H. and W. H. Kinnan, the present owners.—DeGraff Hay & Grain Co. (The purchase of the plant of the Buckland Mfg. Co. by the DeGraff Hay & Grain Co. is also reported.)

Alpha, O.—The Alpha Seed & Grain Co. was awarded \$24,000 damages from the Dayton Power & Light Co., as result of a fire which entirely destroyed the company's plant, June 6, 1924. The damages were obtained on the grounds of negligence on the part of the defendant in furnishing an excessive voltage of 33,000 volts over wires leading into the plant.

Monroeville, O.—We have installed a corn sheller in our plant. The business recently taken over from J. P. Easton, and now being operated as the Monroeville Grain & Seed Co. is being carried on in what was known as the Baker Mill. We have torn out all of the old flour mill machinery and converted the plant into an elevator.—Monroeville Grain & Seed Co.

Cincinnati, O.—The following have been nominated for election for Board of Directors of the Grain & Hay Exchange: H. N. Atwood, A. Bender, Max Blumenthal, Ralph H. Brown, Robt. Lee Early, Elmer H. Neile, H. Trimble, McCullough, Herbert N. Mueller, Henry Nagel, H. Edward Richter, Fred W. Scholl, W. A. VanHorn, and Henry Wolter. Five of these are to be elected for a term of three years and two for a term of two years.

Washington C. H., O.—Our elvtr. containing 6,000 bus. of corn, 1,000 bus. wheat, 1,500 bus. barley, 2,000 bus. oats, and 500 bus. rye, as well as a quantity of clover seed and feed, was completely destroyed by fire Nov. 17. The fire started in one of the legs about 5 p. m., while the plant was in operation and the elvtr. buckets carrying the fire up and throwing it over into the bins, spread it rapidly. We are still handling feed and coal but have no means of handling grain until the elvtr. is replaced.—Fayette Grain Co. (The loss is said to be approximately \$45,000, with \$25,000 insurance.)

Havens Station (Fremont p. o.), O.—The grain elvtr. of I. L. Shaw & Co. was destroyed by fire about 10 p. m., Nov. 26, the origin of which is unknown as the plant had not been in operation during the day. About 1,200 bus. of oats, 150 of wheat and a small amount of corn were burned in the building; the coal sheds being the only part of the property saved. The loss is estimated at \$15,000, fully insured. The question of rebuilding will be taken up later. This is the second fire in recent years, the other occurring in 1917. It is thought that this fire must have been caused by a short circuit in the wiring as it started in the vicinity of the electric motor.

OKLAHOMA

Hopeton, Okla.—The plant of the Arkansas City Mfg. Co. was slightly damaged by fire recently.

Oklahoma City, Okla.—W. W. Deck, formerly with the Polson Grain Co., is now affiliated with A. Kempner & Co.

Blackwell, Okla.—The Blackwell Mfg. & Elvtr. Co. is installing a Fairbanks-Morse Oil Engine in its plant to replace the steam power heretofore in use.

Welch, Okla.—The grain business and elvtrs. of H. B. Campbell were sold Nov. 17, to Schenck & Russell, owners of the two elvtrs. at Blue jacket, Okla., and Chetopa, Kan., by Mrs. Campbell. The offices, cribs, granaries, etc., are included in the deal as well as the two elvtrs.

Enid, Okla.—Construction of the new 1,000,000-bu. grain elvtr. of the Enid Terminal Elvtr. Co., recently organized by Texas capitalists, will be started in a short time. Cecil Mumford, of Enid, pres. of the new company, will retire as sales mgr. for the Southwest Wheat Growers, Associated.

Grove, Okla.—The Grove Mfg. Co., a local organization, has been formed by W. E. Jones who is pres. of the company; Lee Howe, v. p. and John T. Oakley, sec'y. This company erected a 100-bbl. mill, which is now in operation, and also remodeled a grain elvtr. of 20,000 bus. capacity.—J. T. Oakley, sec'y.

Oklahoma City, Okla.—H. A. Richert, formerly with the Hydro Seed Co., of Hydro, Okla., is now a territorial representative of the E. M. Scannell Grain Co.

OREGON

Pendleton, Ore.—The Pendleton Flour Mill Co. has been incorporated for \$50,000, by E. H. Leonard, M. L. Wattes and I. A. Weeks.

PORTLAND LETTER.

C. M. Wendell of Shull, Armstrong & Co., has returned to the office after an illness of about a month.

The new elvtr. of Balfour, Guthrie & Co., Irving Dock, loaded out its first cargo shipment on Nov. 17 when the Shunsho Maru was loaded with 7,500 tons of wheat for Japan.

The Bunge Western Grain Corp. has announced the closing of the firm's offices at Portland, Spokane, Wash., and Lewiston, Idaho, on Dec. 31. After that date the Seattle office will be the only one operating in Oregon, Washington and Idaho.

PENNSYLVANIA

Liberty, Pa.—The Rhodes Mill was recently destroyed by fire.

Pittsburgh, Pa.—A. P. Cole, v. p. of the Jesse C. Stewart Co., is suffering a severe attack of rheumatism.

Erie, Pa.—The West Side Feed Co. has purchased a tract of land and will construct a grain elvtr. The Nickel Plate R. R. Co. is to lay 1,000 ft. of track for siding.

SOUTH DAKOTA

Plana, S. D.—The Plana Farmers Elvtr. Co. is installing an Emerson two-unit cleaner.

Mitchell, S. D.—The office of the McCauld-Dinsmore Co. was closed some time ago.

Kampeska, S. D.—The Farmers Elvtr. Co. just completed the construction of a new coal shed.

Mellette, S. D.—George Palmer, mgr. of the Farmers Elvtr. Co., died Dec. 7, at the age of 42.

Rockham, S. D.—The Rockham Farmers Elvtr. Co. just equipped its house with a new cleaner.

Verdon, S. D.—The Farmers Union Grain Co. installed a two-unit Emerson Cleaner a short time ago.

Hooker, S. D.—We have installed a new 10-h.p. engine in our elvtr.—F. B. Hollman, mgr., Farmers Elvtr. Co.

Blaha, S. D.—The property of the Farmers Co-op. Co. is to be disposed of and it is reported that the company will retire.

Crooks, S. D.—This company intends to install a feed mill some time in the future.—Geo. A. Crooks, mgr., Crooks Grain Co.

Winfred, S. D.—The Winfred Farmers Co. recently placed a new Strong-Scott Dump in its plant. R. W. Oglesby made the installation.

Dante, S. D.—L. C. Button, former grain dealer of Sioux City, Ia., and more recently of Platte, S. D., has been appointed receiver of the Farmers Nat'l Bank of Dante.

Java, S. D.—The Java Equity Exchange just let contract to R. W. Oglesby for the installation of a new rope transmission and loading out well casing, and for some minor repairing.

Reville, S. D.—The Farmers Elvtr. Co. has purchased the Pacific Elvtr. Co.'s elvtr. and is remodeling the plant to be used in connection with its present elvtr. Both houses have been equipped with lightning rods.

SOUTHEAST

Hendrysburg, W. Va.—Clyde Wood, proprietor of the Crescent Feed & Elvtr. Co. of Wheeling, has purchased the National Flour Mill.

Sylvester, Ga.—Damage amounting to between \$15,000 and \$20,000 was caused by fire to the grain elvtr. and peanut mill of the Sylvester Mfg. Co.

Wheeling, W. Va.—Clyde Wood, proprietor of the Crescent Feed & Elvtr. Co., has purchased the National Flour Mill at Hendrysburg. He will continue his business in Wheeling.

TENNESSEE

Sparta, Tenn.—S. C. Dodson, who has acquired controlling interest in the Sparta Mill Co., will reorganize and make improvements.—P.

Cookeville, Tenn.—A grist mill has been installed by J. D. Smith.

Memphis, Tenn.—Lewis R. Donelson, son of L. R. Donelson, member of the Merchants Exchange, narrowly escaped from drowning while duck hunting. His companion was drowned.

Memphis, Tenn.—The plant of the Mississippi Valley Grain Co., Broad & Union R. R., Birmingham, was destroyed by fire on the morning of Nov. 20, causing a loss of approximately \$175,000, covered by insurance. Rebuilding plans are uncertain.

TEXAS

Ranger, Tex.—The K. G. Jones mill is nearing completion and will soon be in operation.

Dallas, Tex.—A grain elvtr. of 300,000 bus. capacity and a feed mill have been completed by the Dal-Tex Grain Co. The company was established several years ago and was incorporated this year.

Greenville, Tex.—The new seven-story plant of the Greenville Mill & Elvtr. Co. has recently been completed. It is of concrete construction, with 28,000 sq. ft. of floor space, and storage tanks of 200,000 bus. capacity. The cost of erection was about \$250,000.

Dallas, Tex.—The Henison-Lasidan Grain Co. has recently gone into business, doing a track and transit business. We have just completed an up-to-date corn plant, now in operation. Jones-Hettelsater Const. Co. did the work.—A. A. Hart, treas., Pearlstone Mill & Elvtr. Co.

Waco, Tex.—Permit for the erection of a grain elvtr. to be built on a site formerly the property of the Ruhmann Grain Co., was granted Nov. 12, to the Ruhmann-Cornforth Grain Co. This company is the result of the recent merging of the Ruhmann Grain Co. and the Selye-Cornforth Grain Co. The new plant is to cost \$3,500.

Dallas, Tex.—The contract for a 500,000-bu. reinforced concrete grain elvtr. has been let by J. Perry Burrus to the Southwestern Eng. Co. The plans are said to provide for 18 circular concrete storage tanks each 90 ft. high, and for electrical equipment consisting of 7 high power motors. The plant will include a warehouse and a headhouse 104 ft. high. Work will start about Dec. 10, and the elvtr. will be completed in about 8 mos.

FORT WORTH LETTER.

The Uhlman Grain Co. will operate a private wire on the floor of the Grain & Cotton Exchange.

The recently incorporated firm, Humphrey Mill & Elvtr. Co., is successor to Sterley-Spiers Mfg. Co., and is doing a feed store business, having no storage facilities.

Jas. E. Bennett of Chicago, is to open a branch wire. Mr. Bennett has applied for membership in the Grain & Cotton Exchange and will have a private wire on the exchange floor.

Claiborne & Co., who have been in business in Fort Worth for nearly two years, heretofore a strictly option business, have instituted a cash grain department which will be under the management of Ray C. Ayers, who has been active in the cash grain trade in Texas and Oklahoma for the past ten years. The company has a membership in the Chicago Board of Trade and in the Fort Worth Grain & Cotton Exchange.

WASHINGTON

Seattle, Wash.—The Northwest Rolling Mills Corp. was recently incorporated for \$150,000, by A. Goldberg and F. R. Faller.

Valley Grove (Walla Walla p. o.), Wash.—The stock in the warehouse of the Preston-Shaffer Mfg. Co. was damaged by fire on Nov. 16.

Mt. Vernon, Wash.—John M. Lindbloom has re-entered the grain and seed business, from which he retired two years ago. Purchases of new grain and seed cleaning machinery are being made for installation after the first of the year.

Seattle, Wash.—W. H. Irvine, sec'y of the Fisher Flour Mills, which company operates a line of elvtrs., is recuperating from an operation for a brain tumor, in the Mayo Bros. hospital at Rochester, Minn. A wire from O. D. Fisher, who accompanied him east, reports he is doing well but will be in the hospital for some time.

Toppenish, Wash.—The Guaranty Trust Co. of Yakima, Wash., has been appointed receiver of the Preston Grain & Mfg. Co.

Valley Grove (Walla Walla p. o.), Wash.—The grain warehouses of the Pacific Elvtr. Co. and Nelson Bros., containing 45,000 bus. wheat, were burned recently. The loss, which was covered by insurance, totaled \$69,000.

Spokane, Wash.—The Bunge Western Grain Corp. has announced the closing of the firm's offices at Spokane, Portland, Ore., and Lewiston, Idaho, on Dec. 31. After that date the Seattle office will be the only one operated in Washington, Oregon and Idaho.

WISCONSIN

Appleton, Wis.—The Western Elvtr., John M. Pelen, mgr., has installed a new Jay-Bee Hammer Mill.

Wausau, Wis.—The office of the Northern Mfg. Co. was burglarized recently, about \$75 being taken from the cash drawer.

Athens, Wis.—A small fire caused by the friction of a pulley did slight damage to the plant of the Athens Co-op. Produce Co. on Nov. 14. (Continued on P. 726.)

HESS

PNEUMATIC

GRAIN

DRIERS

Used everywhere—

NONE BETTER

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

HESS WARMING & VENTILATING CO.

1207 So. Western Ave.

CHICAGO

Patents Granted

1,560,865. Grinding Mill. James Bernard Sedberry, Utica, N. Y. The grinding element includes a generally octagonal grinding head having its alternate surfaces provided with a plurality of cutting edges at and between the ends thereof.

1,561,029. Grain Door. Jos. A. Schmitz, Chicago, and Adyn E. Schuyler, Evanston, Ill. The door has a lower destructible closure member held by a bar secured to an upper door section and fastened at its lower end to a strap anchored to the car floor inside the closure.

1,562,946. Device for Removing Dust. Roy L. Dowdall, Oberlin, Kan., assignor to J. F. Martin, Oberlin. The buckets of the leg discharge the grain into a hopper in which is a suction pipe leading to a fan which has a second suction pipe communicating with the top wall of the elevator head.

1,562,562. Feed Grinding Machine. Axel E. Jacobson, Minneapolis, Minn. The rotary grinding member co-operates with the surface of its casing to form a fan drawing air to lift the material to be ground as it passes over a baffle plate in the feed chute. An opening in the chute permits heavy foreign material to pass.

1,560,863. Bean Sorting Machine. Alphonso Rocheleau, Saginaw, Mich., assignor of one-half to Asa E. Wolcott, Saginaw. The machine is characterized by pairs of sorting rolls each comprising a plurality of short roll sections spaced apart lengthwise, and means for feeding material onto an end of each of the pairs of roll sections.

1,561,093. Feed Mill. Loren B. McCargar, Kansas City, Mo. The upper of the two chambers in the casing contains cutting means. The partition separating the upper and lower chambers has a throat at one side of the arm axis inclined to deliver material into the screen tangentially to the arms rotating in the cylindrical screen thru which the material is forced.

1,561,621. Indicating Mechanism of Weighing Apparatus. Cameron McGregor Sykes, Birmingham, Eng., assignor to W. & T. Avery, Birmingham. Two oppositely wound flexible ribbons are connected to form the suspension for the weight of the indicator which rotates about a fixed axis. Pendulous members having an oscillatory motion are connected to the ribbons.

1,562,804. Grain Door. Geo. W. Strong and Geo. Uhlin, Rosedale, Kan. Combined with door jambs having ways on their opposed sides are a door, shoes on the outer side of the door to ride on the jambs and provided at their upper ends with trunnions engaging in said ways and with tongues adapted to engage in the recesses, and means for raising and lowering the door.

1,561,158. Process for Making Stock Food. Wm. P. M. Grelck, St. Paul, Minn. The process of preparing a grain food which consists of adding water to the starchy part of a quantity of whole grain and heating it to render its constituents soluble, then adding a quantity of malt grain and steeping to produce maltose, subsequently converting the maltose into lactic acid, and adding a quantity of grain.

1,561,777. Grain Cleaner and Dust Separator. Roy L. Dowdall, Oberlin, Kan., assignor to J. F. Martin, Oberlin. The suction side of a fan is connected to the elevator head, the discharge pipe of the fan communicating directly with a grain receptacle. The dust discharge pipe communicates with the fan discharge pipe laterally of the latter and extends thence at a higher level than the top of the grain receptacle.

1,563,826. Conveyor for Grain. Geo. Bernert, Milwaukee, Wis. The pneumatic conveyor is a combination of a material conveying air duct and a conveyor having a material inlet and outlet, the latter being in communication with the air duct, a conveyor within the casing for conveying material therethrough and into the air duct, a vent adjacent the inlet of the casing and the vent releasing any back pressure contained within the casing.

1,562,667. Automatic Grain Weigher. Jas. B. Van Deren, Hennessey, Okla. The hopper suspended from the scale beam has two compartments, each having a door simultaneously operable in reversed directions. The weight of grain in a compartment lowers the hopper and unlocks a door, while means actuated by the movement of the doors reverses the position of the feed spout and changes the flow of grain into the other compartment.

1,563,006. Grain Dispensing Valve. Frances E. Benson, Topeka, Kan. The device comprises a frame positioned in the floor of a grain container, the frame having perforations in the outer ends thereof, a valve slidably mounted in the frame, reciprocating bolts slidably mounted in the outer end of the valve, a lever actuating the bolts simultaneously for engagement with the perforations, said lever functioning as a handle to withdraw the valve.

1,564,030. Safety Attachment for Grain Elevators. Arvid Lundman, Winnipeg, Man. The tilting platform has a pivoted dump door, a rotatably mounted cross shaft, latches secured to the shaft and normally locking the tilting plat-

form against movement and means for rotating the shaft to release the latches and unlock the platform, of an arm secured to the shaft and moving with the latches, a suitably supported locking pin carried by the arm and a locking bar secured to the underside of the door and engaging with the pin and preventing movement of the latches upon the door being closed, the locking bar being adapted to pass out of the path of travel of the pin upon the dump door being opened.

1,561,869. Car Seal. Martin J. Lins, St. Paul, Minn. The seal comprises a band having a housing thereon and tongue adapted to be inserted into the housing, a locking plate fitting within the housing and permitting the tongue to be thrust into the housing to the limit of its initial inward movement, the tongue and plate having means for interlocking when the tongue is pulled backwardly a predetermined distance after its initial inward movement for moving the plate inwardly upon the second inward movement of the tongue, and the housing and the plate having means for interlocking to prevent backward movement of the plate and tongue at the completion of the second inward movement of the tongue.

1,561,211. Electrically Operated Automatic Weighing Machine. Edward Chas. Bremer and Walter J. Schaefer, Saginaw, Mich., assignors to Baker-Perkins Co., White Plains, N. Y. The machine comprises a container for the material to be weighed attached to one end of an arm, a rod attached to the other end of the arm, a fixed spring member attached to the free end of the rod, electrically operated means for controlling the supply of material to the container, an electrical circuit, a mercury cut-out comprising a pair of tubes each containing a column of mercury and a pair of electrically connected pins insulatedly mounted on the rod, means including said mercury cut-out for breaking the connections, a base of insulating material for the tubes, and a means for adjusting the position of the base and the tubes so that the pins break contact with the mercury contained in said tubes when the balance arm is in any desired position.

Institute of Animal Economics Organized.

The establishment of the Larowe Institute of Animal Economics in Detroit, Mich., will interest the trade in eastern and southern states. James E. Larowe, pres. of the Larowe Mill-



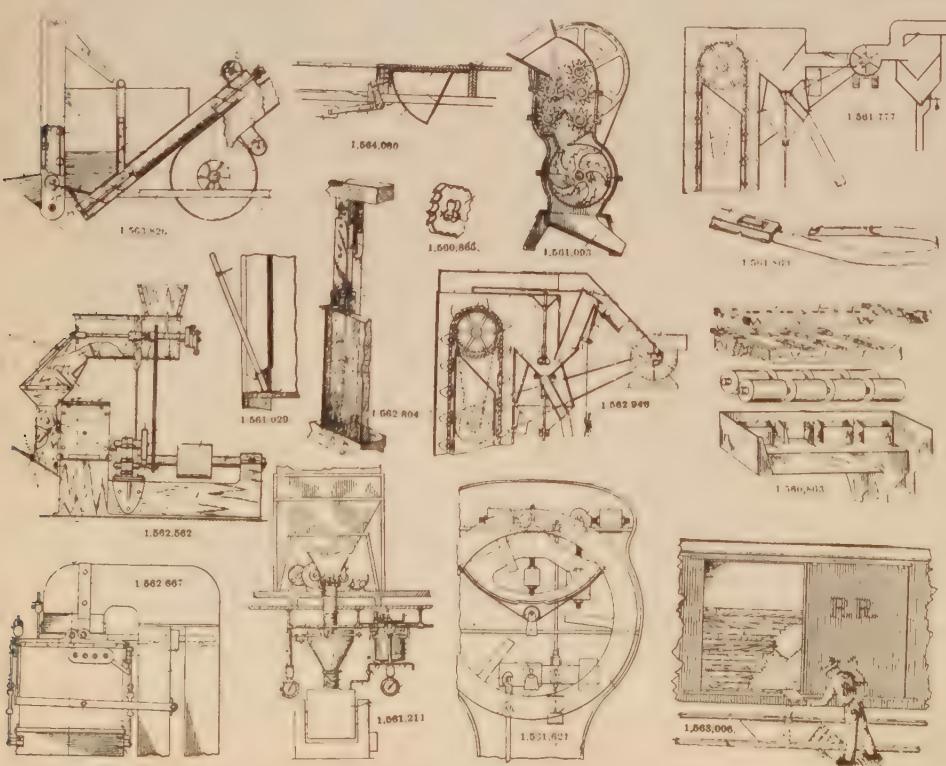
James E. Larowe, Detroit, Mich.

ing Co., feed manufacturer, organized the Institute.

The Institute of Animal Economics is planned to delve in a practical way into problems confronting the farmer, particularly the eastern and southern farmer who depends on dairy cattle, poultry and hogs as chief sources of income.

Men of wide experience will direct the work of the Institute, which will undertake to survey conditions in dairy and poultry producing districts and keep the farmer posted on the most approved methods of getting the greatest profit from dairy cows, poultry and hogs. Through demonstration work on farms in eastern and southern states, problems in more efficient feeding, management and production will be studied and the results turned over to farmers in sections where similar conditions hold true. New methods of feeding and of caring for stock and poultry for increasing milk, egg and pork production will be closely watched before recommendations are made.

A bureau of inquiry will be established through which personal service will be rendered to individual farmers.



Feedstuffs

McPherson, Kan.—The plant of the National Food Co. has been completed. Operation has just begun.

Northboro, Mass.—Fire damaged the plant of the Armenian Cereal Co. to the extent of \$30,000 on Nov. 18.—S.

Washington, D. C.—Edward T. Hall, of the Ralston Purina Co., was recently elected pres. of the National Advertisers at its convention here.

Chicago, Ill.—The first of the new year will find the Arcady Farm Milling Co. offices in larger and better quarters nearer the Board of Trade Bldg.

Boston, Mass.—"Lay or Bust" has been incorporated in a design by Park & Pollard to represent poultry feed. It is filed under trade mark No. 220,862.

Esperance, N. Y.—The Grantier Mills, owned by C. W. and E. Grantier and Mrs. I. M. Frisbie, has been put in operation. It handles and mills buckwheat.

Cedar Rapids, Ia.—"Vigor-Tone" has been filed by Dr. Fenton's Vigor-Tone Co., Inc., to represent a ration-balancing preparation for livestock feed. The serial number is 220,712.

Oklahoma City, Okla.—The Superior Feed Mills, a sales subsidiary of the Eddy Mill & Elevator Co., has recently been organized to handle the products of the parent company.

Pleasant Hill, Mo.—The Hunt Milling Co. has completed a 3-story brick addition and has installed considerable machinery in its plant here. The company does an extensive feed business.

Buffalo, N. Y.—The Keno Feed & Grain Corp. opened its new feed manufacturing plant recently and is now busy producing dairy and poultry rations. W. S. Farrington has charge of the offices.

Los Angeles, Cal.—E. P. Henry, San Bernardino contractor, is building 3 units on the Santa Fe right-of-way, to house a wholesale feed and fuel business. They will be occupied by the middle of December.

Sioux City, Ia.—The International Milling Co. is making a change in its process of manufacturing corn products. Corn cutters will replace the present degenerating system, the change to be effected about Dec. 15.

Peoria, Ill.—A circular design bearing a representation of a full pail of milk and the letters "I. F. B." and the words, "Pail Filler," constitute trade mark No. 218,151, filed by the American Milling Co. to represent dairy feed.

Petaluma, Cal.—Fire believed to have started from spontaneous combustion damaged the plant of the Geo. P. McNear Co. to the extent of \$125,000. The company handles large quantities of chicken feed. Only its mill and feed warehouses were saved.

Exports of Feedstuffs.

Exports of feedstuffs during October, compared with October, 1924, and for 10 months ending October, are reported in long tons by the Bureau of Foreign and Domestic Commerce as follows:

	October		10 mos. ended Oct.	
	1924	1925	1924	1925
Hay	2,419	1,228	15,326	16,719
Cottonseed cake	35,397	29,366	87,200	178,500
Linseed cake	18,630	17,850	228,100	238,500
Other oil cake	25	4	1,080	7,164
Cottonseed meal	17,260	15,760	29,000	76,200
Linseed meal	203	199	5,730	4,526
Other oil cake meal	567	126	1,805	8,826
Bran and middlings	54	120	1,520	3,256
Screenings	523	455	5,130	3,328
Other mill feed	2,734	1,370	10,513	14,683
Prepared feeds, not medicinal	1,075	1,884	7,490	14,050

Wilmington, N. C.—Two circles, one within the other, inclose a representation of a partially shucked ear of corn and the word "Harpers" in trade mark No. 219,220, filed by Boney & Harper Milling Co. to represent table meal, choice grits and hominy feed.

Detroit, Mich.—Three trade marks recently filed by the Larro Milling Co. under Nos. 220,195—7 represent poultry feed. The first is simply the word "Larro." The second bears that word 4 times in a circular design. The third bears the word 5 times in a design involving two adjacent circles.

An increase in the supply of gray shorts is expected as a result of the new millfeed regulations permitting 6% fiber in the product. Many of the millers that formerly sold their by-product as brown shorts are now expected to bring it into the gray shorts classification, which usually sells at a premium over brown.

Memphis, Tenn.—A circle, colored red, imposed upon the surface of which is "Get Happy Feeds," and underneath of which is "in Red Ball Bags," constitutes trade mark No. 216,513 filed by Edgar-Morgan Co. Under serial No. 216,514 the same company has registered "Get Happy" to represent stock and poultry feeds.

Pittsburgh, Pa.—Prosecutions were recently instigated against 142 parties for failure to register brands of feeds and fertilizer they were selling, as required by the Pennsylvania law. Of this number 96 were fined. In a few cases the material being sold contained less of the constituents than the specified guaranty declared.

Prosecutions for adulteration and misbranding of feeds during the fiscal year ending June 30, 1925, as reported by C. A. Browne, chief of the U. S. Bureau of Chemistry, totaled 131, exceeding in number all other classes of fraud except patent medicines, and forming 17 per cent of the total 746 prosecutions during the year.

Kansas City, Mo.—The Ralston Purina Mills will build additional warehouse space for 2,000 tons of baled hay, duplicating their present warehouse. The scheduled size is 100 ft. wide by 160 ft. long, with a concrete floor, a structural steel frame and corrugated iron exterior. The Jones-Hettelsater Construction Co. has the contract.

Minneapolis, Minn.—A contract for the erection of a 7-story 35x80 ft. mill bldg. for the Albert Dickinson Co. here has been let. The new bldg. will replace the feed plant which burned a little over a year ago. Excavation has begun and work is being rushed to permit operation next spring. Equipment contracts have not yet been let, but a fully modern mill is planned.

Detroit, Mich.—The poultry plant laboratory building at the Larro Research Farm is being enlarged from the original 14x44 ft., 2 stories, to 29x44 ft. It is equipped with a 3600-egg incubator, complete pedigree baskets and equipment, an egg room for storage, testing, etc., a room for testing fattening rations, a killing and dressing room, an office, a laboratory for post-mortem work, a "pen" room and storage space for feed and supplies.

Feed Movement in November.

Receipts and shipments of feedstuffs at the various markets during November, as compared with November, 1924, were as follows:

	Receipts—		Shipments—	
	1925	1924	1925	1924
Baltimore, tons	1,449	934	...	...
Chicago, lbs.	33,767,000	24,580,000	\$1,332,000	73,344,000
Kans. City, tons	2,020	8,460	24,160	20,020
Milwaukee, lbs.	2,500	1,603	6,143	7,215
New York, tons	180	...	...	...
Peoria, tons...	32,140	39,540	36,110	39,387
San Francisco, tons	1,033	425	...	...

Gering, Neb.—A lease on the Gering Milling & Elevator Co. has been taken by S. L. Knox of this city, who plans to remodel the plant for manufacturing cereals and mixed feeds. Operations are scheduled to begin about Feb. 1.

Wichita, Kan.—Suit has been filed against the Otto Weiss Milling Co., feed manufacturers, by Alfred Daugherty under the workman's compensation law. The amount is \$6,240 for personal injuries suffered when Daugherty's right hand and forearm were mangled in a machine at the Weiss plant.

Lamoni, Ia.—The concrete foundation for a feed and seed plant being built here for the General Supply Co. by the Younglove Construction Co., has been laid. The completed plant will be covered with galvanized iron and the equipment will include a Bauer Attrition mill fitted with 2 15-h.p. motors, a sheller, a cleaner, a double acting sifter, and Western Corn Feeder.

St. Joseph, Mo.—The Schreiber Milling & Grain Co. claims a new form for manufacturing molasses mixed feeds. Heretofore these products have been made in bulk. The Schreiber Co. compresses them into cylindrical forms about the size of a lead pencil, and claims this method adds nothing to the cost of manufacture while it increases the economy of feeding.

Corn Millers Federation to Meet.

The annual convention of the American Corn Millers Federation will be held at St. Louis, Mo., on Dec. 11 and 12. Headquarters will be at the Jefferson hotel. An excellent program has been prepared.

Renewing Feed Registrations.

L. F. Brown, sec'y of the American Feed Manufacturers Ass'n, urges care on the part of members in renewing their registrations of feedstuffs.

The time is approaching for the renewal of registrations for the sale of feeding stuffs in a majority of the states, and I wish to remind you that this is a task which should be performed with extreme care.

It is absolutely imperative that the information appearing in application for registration, be identical in every respect with the information appearing on label of the feeding stuffs for which registration is requested.

Feed control officials are almost continually complaining to me that many manufacturers are extremely careless in the preparation of such applications, and frequently results in the imposition of a fine for violation of law. The payment of this fine and the unpleasantness frequently resulting therefrom, may all be avoided if the above suggestion be complied with in every particular.

Registrations should be secured BEFORE sale, offer, or exposure for sale is made.

Books Received

FLAX FACTS is a circular of but 8 pages but is worthy of imitation by those who would reach growers by printed appeal. It was prepared by Theodore Stoa, assistant agronomist of the North Dakota Agricultural College, to supplement the educational flax exhibit of the college at the Grain and Hay Show, Chicago, and should prove helpful to growers and lead them to produce more. Circular No. 26, N. D. Agri. College, Agricultural College p. o., N. D.

CANADIAN GRAIN TRADE YEAR BOOK, for 1924-25 compresses into 96 most legibly printed pages a more complete and varied compilation of grain statistics than can be found in any other publication. For Canada the book gives yields, acreages, deliveries by months by railroads, weekly farmer deliveries, loadings at country points, inspection by grades by cars, receipts and shipments at all Canadian ports and U. S. great lakes ports, closing prices each day of the year, on each grain, grain ground by the mills each year, by months, exports and the Canadian grading rules, supplemented by many pages of statistics devoted to the United States, Argentina, Europe and other countries. By the W. Sanford Evans Statistical Service, Winnipeg, Man. Paper, \$1.

Seeds

Bridgeport, Neb.—Nebraska will hold her first alfalfa and sweet clover show here on Dec. 16-17.

Stouffville, Ont.—Todd & Cook, seed dealers, have been succeeded by F. T. Hill & Co., Ltd.

Omaha, Neb.—Ranney Seed Co. has been incorporated here for \$25,000 by C. A. Ranney, Gould Dietz and B. D. Ranney.

Halifax, N. S.—Fred Tregunno, formerly associated with Steele, Briggs Seed Co., Ltd., Toronto, has purchased the Halifax Seed Co.

Wethersfield, Conn.—Charles C. Hart Seed Co. has been incorporated with \$100,000 capital, by Charles C. Hart and others of this city.—S.

Green Springs, O.—The O. & N. Seed Co. has completed its new elevator and warehouse, equipping it with the latest devices for drying and cleaning corn.

Regina, Sask.—Operation of its new seed cleaning plant, which has capacity for 250,000 bus., has been started by the Saskatchewan Registered Seed Growers' Cooperative Ass'n.

Swiftown, Ark.—The ginning plant of Moseley Bros. was destroyed by fire recently. Loss is estimated at \$17,000, partially covered by insurance. Rebuilding will not be done for a year.

Toledo, O.—A new addition to the plant of Henry Hirsch, seed dealer, and his two sons, was recently completed and the concern now has greatly increased facilities and storage room for seed handling.

Princeton, Ind.—Death, believed to have resulted from injuries sustained in an auto accident a day previous, took John C. Berger, 42, proprietor of the Berger Seed Co., at his home in Fort Branch, Ind., Nov. 24. His widow survives.

Sioux City, Ia.—Haley-Neeley Co. is adding 4 new bins to its bulk storage for clover and other field seeds. New cleaners, a Cleland Scarifier and Fairbanks direct-drive motors for all machinery is being installed. Younglove Construction Co. has the contract.

Dunkirk, N. Y.—Fire recently destroyed the office, warehouse and sales department of the Dunkirk Seed Co. with a loss estimated at \$150,000, partially covered by in-

surance. R. W. and D. S. Wright, owners of the property, are considering plans for rebuilding.

Mt. Vernon, Wash.—We are purchasing new seed equipment for installation after the first of the year. We expect to engage in the seed business on a large scale, handling both grass and field seeds. No additional building equipment is contemplated at the present time.—J. M. Lindbloom.

Clarinda, Ia.—An excellent dedicatory program was put on its radio station, KSO, by the A. A. Berry Seed Co. the second week of December. Seedsmen and friends who write, not necessarily wire, reports on the dedicatory program as received, will be sent souvenirs valued at several thousand dollars.

Evansville, Ind.—Guy M. Purcell, pres. of the Purcell Seed Co., was recently fined \$10 and costs for failing to permit the U. S. Seed Commissioner to inspect and analyze the seed sent out by his company. The case was brought to test the validity of the Indiana law compelling submission to inspection of seeds for sale.

Aberdeen, S. D.—The name of J. L. Loeks Seed Co. has been changed to Aberdeen Seed Co., Otto Wolter, sole owner, making the change and dropping the name of the founder to meet new trade conditions. At the same time the business is being extended. A contract has been let for the reconstruction and repairing of some of the buildings to the extent of \$3,500.

Alfalfa seed from Argentina, according to the preliminary tests that have been made by the department, gives very satisfactory results as far north as central Pennsylvania; it does not appear to be sufficiently hardy north of this line to be dependable. On the other hand, the seed from South Africa, according to the preliminary tests, which are not nearly as extensive as those made with seed from South America, does not appear to be particularly well suited to any part of the United States where alfalfa is grown.—Sec'y of Agri. Jardine.

Washington, D. C.—Telegrams from the northwest have poured in to President Coolidge stating that a reduction of duty on linseed oil would be equivalent to a reduction on the duty on flaxseed and must necessarily result in a lower price to the farmer for flaxseed and a higher price to the dairy man and stock farmer for oil cake. Under present conditions United States manufacturers import practically as much flaxseed from foreign countries as is raised in this country. With no immediate prospect of domestic supplies meeting the domestic demand the duty on flaxseed and linseed oil is a direct benefit to the American flax grower. The present duty rates are 40 cents a bu. on flaxseed and 3.3 cents a lb. on linseed oil.

Toledo, O.—Fifteen-dollar seed in Toledo meets the views of many as being the pivotal price and think the majority favor higher

levels when the show-down comes in the spring. Others think the long pull may not prove profitable. Domestic vs. foreign situation the two big factors. Domestic seed scarce as hen teeth now and seems to have all been corralled. They say at least 60% has left the farms. What was left in the fields had a hard time of it. Large quantities lost due to a very damp fall and still raining in many sections. France let go a lot of seed which will soon appear on this side. Amount they have left and their willingness to sell will prove a big factor. Toledo receipts will reflect a lot of the business already done with France.—J. F. Zahm & Co.

Fourth Annual Convention of Colorado Seedsmen.

The fourth annual convention of the Colorado Seedsmen Ass'n was held at Fort Collins, Colo., on Nov. 13 and 14.

Pres. C. R. Root opened the meeting with an address of welcome by Mayor F. R. Montgomery of Fort Collins and a response by R. E. Patterson, Denver. Several interesting and instructive addresses filled the time allotted to the convention. Among those who spoke were

H. J. Fluker, Denver, who discussed cost accounting and the seedsmen's overhead.

Mr. Patterson talked on a history of the seed business in leading up to a discussion of distribution. He called attention to the code of ethics adopted by the American Seed Trade Ass'n at its last annual meeting. The Colorado organization went on record as approving the code.

Sec'y Chas. I. Simpson, Denver, discussed advertising from the viewpoints of the strictly wholesale seed house, strictly retail store, mail order house and combined wholesale, retail and catalog house. Trade journals, magazines, farm papers and direct mailings were suggested as mediums. Appropriations, he declared, should run from 1 1/2% to 2% of the gross sales of the wholesale houses.

Prof. C. F. Rogers, Department of Botany, Colorado Agricultural College, discussed the root systems of perennial weeds.

Dr. L. W. Durrel, botanist in charge of the college seed laboratory, discussed the "Wheat Smut Problem." He gave a practical demonstration of treating wheat seed with copper carbonate, showing how the chemical builds a wall around the wheat kernel and kills the spores it comes in contact with. The treatment is very effective, even when smut is present in the soil and it has no influence on the germination of the grain, tho it lasts indefinitely.

The Colorado Seed Law was discussed, and apparently is in the good favor of the seedsmen. Miss Anna M. Lute, Colorado Seed Laboratory, suggested for future laws that:

The per cent of weed seed present be shown on labels in addition to the percentage of purity.

Ex-state dealers be compelled to live up to

Seed Movement in November

Receipts and shipments of seeds at the various markets during November, as compared with November, 1924, were as follows:

FLAXSEED

	1925	1924	1925	1924
Chicago, bus.	290,000	283,000	3,000	
Duluth, bus.	2,415,499	6,262,368	3,527,302	6,620,364
*Ft. Wm., bus.	1,374,333	.....	539,382	.....
Milwaukee, bus.	130,130	83,370	.....	.....
Minneapolis, bus.	1,106,790	2,781,020	346,520	478,190
Superior, bus.	1,005,263	2,735,302	1,247,893	2,973,372
Montreal, bus.	123,359	222,784	.....	.....

KAFIR AND MILO

	1925	1924	1925	1924
Ft. Worth, cars	191	154	12	32
Kans. City, bus.	279,400	646,800	124,000	224,000
St. Louis, bus.	46,800	79,200	36,000	78,000
Wichita, bus.	12,000	19,200	1,200	10,800

CLOVER

	1925	1924	1925	1924
Chicago, lbs.	2,125,000	2,195,000	499,000	941,000
Milwaukee, lbs.	772,012	1,249,555	165,425	266,630
New York, bags	1,700	.....	4,987	.....
Toledo, bags	2,262	1,992	1,023	128

TIMOTHY

	1925	1924	1925	1924
Chicago, lbs.	2,047,000	3,736,000	672,000	1,852,000
Milwaukee, lbs.	180,000	512,860	.....	226,090
Toledo, bags	95	2,684	1	448

ALSIKE

	1925	1924	1925	1924
Toledo, bags	106	633	37	221

*4 weeks ending Nov. 28.

PROFIT

is assured by using correct
Grain Grading Equipment

Official Brown Duval
Moisture Testers
Scales
Sieves
Triers
Mixers
Sample Pans
Accessories

Why Not Electrify Your Moisture Tester?

Our equipment used by the Government
Grain Inspection Dept's. and thousands
of mills and elevators.

Seed Trade Reporting Bureau
1018 So. Wabash Ave.
Chicago, Ill.



Imports and Exports of Seeds.

Imports and exports of seeds for October, compared with October, 1924, and for 10 months ending with October, are reported by the Bureau of Foreign and Domestic Commerce as follows:

IMPORTS

	October	10 mos. ending Oct.
	1925	1924
Alfalfa, lbs.	314,286	228,923
Beans, lbs.	3,803,090	5,289,854
Peas, lbs.	1,971,002	186,412
Clover, lbs.	2,758,477	271,877
Gr. seeds, lbs.	451,288	541,032

EXPORTS

	October	10 mos. ending Oct.
	1925	1924
Alfalfa, lbs.	245,629	53,258
Beans, bus.	35,973	46,487
Peas, bus.	5,840	8,070
Clover, lbs.	123,996	428,360
Timothy, lbs.	697,831	3,078,769
Other grass seeds, lbs.	791,198	856,464

1925 1924
7,737,064 57,458,535
18,031,809 37,350,541
2,540,654 2,281,875
10,607,487 12,960,161
4,545,367 2,822,048

the same requirements as dealers within the state.

A vegetable seed law be enacted.

Election resulted in C. R. Root being re-elected pres.; Chas. I. Simpson, re-elected sec'y-treas.; J. D. Long, Boulder, elected vice-pres.

Adjourned *sine die*.

Garnet Wheat.

Garnet, a new wheat variety, cuts 10 days off the time required for Marquis to mature, 110 days.

After the harvest of Garnet on this crop the Canadian Pacific Railway Co. issued an announcement stating that:

"A hundred Western farms tried Garnet last summer under practical conditions and the results were fully up to the expectations of the present Cerealist, L. H. Newman. In southern Alberta the new wheat ripened and was threshed long before the snow and rainstorms came, while the other varieties, including Marquis, were still in shock. When Garnet was ready for the binder, Marquis still had ten days more to go. While Garnet wheat is not rust-resisting, its early ripening qualities give it a strong protection against this scourge."

Grass Seed Dealers Mid-Winter Meet.

The Wholesale Grass Seed Dealers Ass'n held its regular annual mid-winter meeting in the Congress hotel, Chicago, on Nov. 30 and the morning of Dec. 1. Pres. Fred Kellogg officiated. Attendance was excellent.

It had been hoped that certain sessions might be held in conjunction with the meeting of the Commissioners of Agriculture at the Auditorium hotel at the same time, but this could not be arranged. Seedsmen, however, managed to have instructive visits with members of the latter body between sessions. "Are Seedsmen Pulling Their Weight?" titled an address given by Curtis Nye Smith of the seed organization at the opening session of the Commissioners.

New members elected were: John A. Bruce & Co., Hamilton, Ont.; Magill Seed Co., Farago, N. D., and Ross Seed Co., Louisville, Ky.

At the closing session it was suggested that the 1926 summer meeting be held in London, Eng., which would provide opportunity to develop acquaintance with the foreign trade and

Imports of Forage Plant Seeds.

The Seed Laboratory of the Buro of Plant Industry reports the following imports of forage plant seeds in pounds:

	July 1, 1925.	July 1, 1924.	to Nov. 30, 1925.	to Nov. 30, 1924.
Alfalfa	656,800	3,629,300		
Canada bluegrass	48,600	255,500		
Alsike clover	4,515,600	3,441,300		
Crimson clover	4,420,800	3,269,500		
Red clover	387,300	274,500		
White clover	521,000	364,000		
Clover mixtures	46,400	8,500		
Meadow fescue		500		
Awnless bromegrass	10,000	.....	
Grass mixtures	100	100		
Broom-corn millet	20,700	53,100		
Foxtail millet	95,400	.....	
Orchard grass	71,200	759,300		
Rape	3,240,000	1,449,200		
Redtop		500		
English ryegrass	1,005,900	426,200		
Italian ryegrass	843,600	476,900		
Timothy		100		
Hairy vetch	2,009,700	797,600		
Spring vetch	337,800	556,800		
Bentgrass	90,100	76,300		
Biennial white-flowered sweet clover	366,100	812,100		
Biennial yellow-flowered clover	76,900	11,000		
Bur clover		4,600		
Crested dog's tail	16,300	14,000		
Chewings fescue	397,900	501,000		
Other fescues	583,200	350,400		
Carpet grass	5,700	.....	
Fescue grass	3,100	.....	
Rhodes grass	12,000	2,300		
Rough-stalked meadow grass	39,000	3,200		
Sainfoin	300	.....	
Sweet vernal grass	400	500		
Molasses grass	80,500	.....	
Tall paspalum		4,500		
Velvet grass	5,900	.....	
Wood meadow grass	14,500	4,900		
Serradella		200		

friendship with fellow dealers thru close contact. Such a trip would cost about \$750 per person. A number present signified willingness to make the trip.

Sec'y of Agriculture on Red Clover Seed.

In his annual report, Wm. H. Jardine, sec'y of agriculture, says that red clover is by far the best restorative crop in corn belt rotations, and that the steady decline of the red clover acreage over a long period has adversely affected the yields of all other crops involved in the rotation. For at least 15 years the United States has been a heavy importer of red clover seed. Most of this seed has come from Italy and southern France.

Evidence is accumulating to show that much of this imported seed is not satisfactory for use in America. Co-operative trials which the department has been carrying on with experiment stations in the Middle West have shown that the plants from imported seed are much more likely to winterkill than those from American seed; that they are more susceptible to certain diseases, and that they often give a smaller crop even when the stand is otherwise apparently satisfactory.

"As far as our investigations have progressed we have found that Italian seed is everywhere unsatisfactory and that French and Chilean seed, altho giving good yields in some parts, is unsatisfactory in Iowa, Minnesota, and elsewhere where the winters are severe. With the present limited production in the United States the American farmer can not confine himself to domestic seed, and the importation of something like 12,000,000 to 15,000,000 pounds annually is necessary.

"The fact has developed that red-clover seed may produce plants unsatisfactory to the American farmer either because they are not resistant to cold or are not resistant to disease. It has been customary in the past to call every case where clover died out during the winter a case of winterkilling. The department has learned, however, that in the region approximately south of the Potomac and the Ohio, winterkilling due to freezing or freezing and thawing is a rare phenomenon, but that most of the destruction of the clover in that area is caused by anthracnose. Just how far this disease is serious is not known, but this phase of the work is being studied. It is known, however, that plants raised from Italian seed are extremely susceptible and that plants from European and South American sources vary in susceptibility, some lots suffering very heavily and other lots scarcely at all. We also know that seed from certain parts of the United States will produce plants which, in the area where the disease is severe, will suffer as much as French or Chilean plants, whereas seed from other sections appears to produce plants with a high degree of resistance."

Minnesota's Annual Grain Show.

The annual convention and show of the Minnesota Crop Improvement Ass'n will be held in connection with the 12th annual Farmers' and Homemakers' Week Short Course at University Farm, St. Paul, January 18-23, 1926.

Members of the farm crops division of the University of Minnesota will contribute principally to the association's program. However, R. C. Miller of the federal bureau, United States Department of Agriculture, will speak the second day on "Marketing Grades of Grain," and P. G. Holden, a seed and crop specialist of wide reputation, will speak on Wednesday, Jan. 20, which is to be known as "Crop Improvement Day" on the subject, "Seed in Relation to the Crop."

New varieties of farm crops originated by the Minnesota experiment station will be discussed by Dr. H. K. Hayes of the plant breeding section at University Farm. Dr. E. C. Stakman will advise farmers how to meet the crop disease problem. Dr. F. J. Alway will speak on keeping the soil fit.

The association's show will be held in the

Administration building at University Farm. Cash prizes for winners will not be as large as usual, but because of the good year for small grain, it is expected that exhibits will be about as numerous as ever.

Ardito Wheat.

A new variety of wheat, given the name Ardito, has been perfected by the breeding station at Rieti, Italy, as announced by the Fazione Italiana dei Consorzi Agrari at Piacenza.

The Ardito has been carefully tested out in each successive year since 1921 with entirely satisfactory results. During the years 1922, 1923, 1924 and 1925, while other varieties of wheat were affected by rust, scorching, heat waves, or lodging, as the case may have been, the fields planted to Ardito were left unscathed. Crops ranging from 45 to 60 and even as high as 70 bushels to the acre, results never before attained in that country, are not uncommon yields of the Ardito wheat.

Italian farmers are displaying much interest in the new variety of wheat, and it is believed that in the coming sowing season as much as one-fifth of the entire wheat acreage of northern Italy will be sown to Ardito. This new variety of wheat is short strawed, of a striking olive green tint when young, which turns to a copper gold at ripening time.

It is the earliest maturing wheat known so far. In the north of Italy it gets ready for the scythe or the binder, about 8-12th of June, which means 12 days earlier than any other variety. This early ripening allows of a secondary crop being grown after the wheat harvest. Many farmers have succeeded in getting a full crop of tobacco, maize, or even rice besides the wheat in the same year, thus doubling their returns.

The Ohio Farm Buro Federation's 1924 audit of 48 co-operative elevators showed deficits in 41.7 per cent of the houses, according to the bulletin "Agricultural Co-operation" of the U. S. Dept. of Agriculture.

GRAIN DRIERS

for

COARSE GRAINS,
SEED CORN,
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ROTARY DRIERS

for

MEAL, GRITS, STERILIZING PACKAGE GOODS, ETC., AND GRANULAR PRODUCTS OF ALL KINDS.

We would be pleased to correspond with you.

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Supreme Court Decisions

Warehousemen.—General lien in favor of storage company against consignee in straight bill of lading for charges due from consignee in respect of prior merchandise stored by him could not be asserted under Warehouseman's Act N. J. § 28, against shipment which was diverted and stored in warehouse by carrier pursuant to instructions from one entitled to possession of shipment; original consignee having no such interest as would support pledge of goods.—*In re Tanb.* U. S. Circuit Court of Appeals. 7 Fed. (2d) 447.

Lien on Crop.—If share cropper raises crop for landlord, and is to receive a part of crop from landlord as wages for his work, title to crop vests in landlord, and share cropper has lien thereon for his labor. If share cropper is to pay one-half the crop for use of the land with tools, team, and feed therefor, then title to crop is in tenant, and landlord has a lien thereon for any necessary supplies of money or provisions to enable tenant to make the crop.—*Barnhardt v. State.* Supreme Court of Arkansas. 275 S. W. 909.

Void Contract to Furnish Cars.—In action for damages based on breach of express promise of defendant's station agent to provide cars for plaintiff's crop, requested instruction that such a promise if made was illegal should have been given, since contract by carrier to deliver cars on a certain day is a special privilege, and cannot be enforced as in violation of Interstate Commerce Act (U. S. Comp. St. § 8563 et seq.), which seeks to provide equal treatment for all shippers.—*Falmouth Co-op. Marketing Ass'n vs. Pennsylvania R. Co.* Supreme Court of Michigan. 205 N. W. 477.

Validity of Pooling Contract.—That portion of Acts 1923, p. 420, which legalizes previous contracts with co-operative wheat association, is retrospective, prohibited by Constitution, and cannot affect void contracts made prior to its enactment. A contract, providing that plaintiff would sell his wheat to the defendant association only and would pay 25 cents per bushel to defendant as damages, if he sold to any one else, is void as in restraint of competition and harmful as matter of law.—*Atkinson vs. Colorado Wheat Growers Ass'n.* Supreme Court of Colorado. 238 Pac. 1117.

Misdelivery Is Not Damage in Transit.—The misdelivery of a shipment by a carrier is not a "damage in transit," within the meaning of Act March 4, 1915 (Comp. St. § 8604a), amending section 20 of the Act to Regulate Commerce, providing that if loss, damage, or injury complained of was due to "damage in transit," no filing of claim shall be required as condition precedent to recovery; for, in the usual meaning of the word, "transit" ends before delivery at destination.—*Davis, Director-General, v. John L. Roper Lumber Co.* Supreme Court of the United States. 46 Sup. Ct. Rep. 28.

Shipper Has Right to Interest, Costs, and Attorney's Fees on Claim.—In an action against a carrier on an award of damages, made to a shipper by the Interstate Commerce Commission because of overcharges, the order of the Commission is *prima facie* evidence of the facts therein found. It is no defense to an action against a railroad company on an award of damages made to a shipper by the Interstate Commerce Commission for overcharges that the shipper included the excessive rate paid in the prices charged its customers. In an action on an award of damages made by the Interstate Commerce Commission to a shipper for overcharges, the fact that at the time the railroad was being operated under federal control, under Act March 21, 1918, § 10 (Comp. St. 1918, Comp. St. Ann. Supp. 1919,

§ 311534j), does not deprive plaintiff on recovery of the right to interest and costs and the attorney's fee provided by Interstate Commerce Act, § 16, subd. 2 (Comp. St. § 8584).—*Wyoming Sugar Co. v. Davis, Director-General of Railroads and Agent, U. S. District Court, Wyoming.* 7 Fed. (2d) 622.

Reservation of Crops by Landowner.—In replevin for the owner's shares of crops raised by defendant under a cropping contract, it is a defense, nothing else appearing, that before severance plaintiff conveyed the property, absolutely and without reservation of the crops, to a third party.—*Rue v. Kutzbach.* Supreme Court of Minnesota, 205 N. W. 262.

Railway Wages and Productive Efficiency.

While the cost of living now averages only 55 per cent more than it did 9 years ago the average earnings per hour of employees are 120 per cent greater and the average earnings per year per employee are 83 per cent greater, according to the *Railway Age*.

The investment per employee in the railroads in 1916 was \$10,251 while now it is about \$12,773, an increase of about \$2,522, or 25 per cent. The average number of hours worked by each employee in 1916 was 3,151; in 1924 only 2,578, and thus far in 1925 at the annual rate of 2,591. The average earnings per employee in 1916 were \$892 and thus far in 1925 have been at the rate of \$1,631.

"Average tons carried one mile per employee in 1916 were 240,645, and average passengers carried one mile, 20,998. These figures were largely reduced after the establishment of the eight hour day and it was not until 1923 that the number of ton miles per employee in 1916 was equalled. On the basis of the performance in the first eight months of 1925 average ton miles per employee this year will be 253,000, an increase of 5 per cent over 1916, and average passenger miles per employee 20,788, a slight decline as compared with 1916.

"Altho investment in railway property per employee is 25 per cent greater than it was in 1916, and altho the average annual earnings per employee are 83 per cent greater, the increase in transportation output per employee has been only about 5 per cent."

Shippers Join Railroads in Appeal for Motor Regulation.

In a meeting held in Toledo late last month freight traffic experts, representing some of the largest industries and businesses in the Chicago District, instituted their first move toward joining the railroads in their effort to secure legislation from Congress to regulate the operation of motor vehicles, thru the Interstate Commerce Commission, when they are used in interstate commerce. Not long ago a large group of Class I railroads adopted a resolution announcing their intention of campaigning for such legislation.

The following resolution was drafted for adoption by the shippers at Toledo:

Whereas, motor carriers are now extensively engaged in the transportation of passengers, freight and express in interstate commerce for hire, and

Whereas, recent decisions of the Supreme Court of the United States have held that the states have no authority over the business operation of such vehicles when engaged in the carriage of interstate commerce, and

Whereas, the public welfare as well as that of those engaged in the trucking and other transportation business will be best served if such vehicles are brought under reasonable regulation, and

Whereas, these trucking operations, while interstate in character, are almost entirely local in application, be it

Resolved, That it is the opinion that the Congress of the United States should pass a law charging the Interstate Commerce Commission with the regulation of motor vehicles when engaged in interstate commerce.

Resolved, further, that such regulation be in harmony with the regulations now applying to the rail-carriers.

Why Railroad Service Has Improved.

Robert C. Ross, chairman of the Mid-West Regional Advisory Board, in an address at a banquet on the evening of Nov. 30 at Chicago in honor of the State Commissioners of Agriculture and the National Ass'n of Marketing Officials, said that "Railroad service today is better than any we have ever received." This statement is gratifying to the railroads, as Mr. Ross represents the shipping interests and not the carriers.

Mr. Ross attributes the improved service to three main contributing factors. "The first, and perhaps the most important of all," said he, "has been the marked improvement in the morale of those engaged in the railroad business, due to the disappearance of the government ownership bogey and a determination to demonstrate that our policy of private and competitive operation of railroads is correct."

The second factor, resulting in improved service, he declared, is the great investments the carriers have made in recent years in improved equipment—locomotives, freight cars, yard and other facilities. "These investments," said he, "have largely been made possible by the ability of the carriers to attract new capital as a result of more favorable legislation, as typified by the Esch-Cummins law, and a general feeling of greater confidence by the investing public in the future of the carriers."

The third important factor, in bringing about the present satisfactory service, the speaker declared to be shipper-carrier co-operation. This co-operation no longer means a decision by the carriers upon a certain program and a demand by them upon the public to assist in carrying it out.

Carriers Know Where Cars Will Be Needed.—One of the most satisfactory services performed by the Regional Advisory Boards is in acquainting the Car Service Division of the American Railway Ass'n with the probable needs of shippers, to the end that the distribution of cars may be so arranged as to avoid costly car shortages during seasons of unusual traffic. He stated that the boards were able to furnish much more accurate information with respect to the need of cars than could be obtained by the railroads in any other way, since the tendency of individual shippers is to exaggerate their probable needs, hoping to thus assure themselves of all the cars they can possibly use. He declared that this information had enabled the Car Service Division to estimate the car loadings for the country as a whole this year up to Sept. within 8/10ths of 1 per cent of the actual loadings. He declared further, that the machinery for the collection of this information is being constantly improved and will soon be such as to enable the boards to report the most accurate estimates of prospective business possibly available from any quarter.

As an illustration of the beneficial effects of this work, Mr. Ross referred to the entirely satisfactory handling of grain shipments from the northwest states during the past two years, when there has been absolutely no complaint of car shortages.

"While it is impossible to expect an absolute agreement between carriers and shippers respecting rates, the idea is gaining ground that an over-the-table settlement between the two parties affected will usually be much more satisfactory, much more practical and, last but not least, much speedier, than one arrived at thru legal proceedings. I am not criticizing the Interstate Commerce Commission. There is no more competent body in the land, but it is humanly impossible for it to adjudicate the tremendous volume of rate cases which continually assail it."

The number of farms in the United States, reported by the census was 6,372,263 in 1925; 6,448,343 in 1920; 6,361,502 in 1910, and 5,737,372 in 1900.

Railroad Claims Collected

Send in Claims of every description. No Collection. No Pay.

The Security Adjustment Co., Inc.

332 Builders Exchange Bldg., MINNEAPOLIS, MINN.

References: Any bank, mercantile agency, commission

firm or Editor of this publication.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

Wab. tariff No. 1-5209, Ill. C. C. No. 685, effective Dec. 9, increases the grain rate from Springfield to Chicago, Ill., when originating on the B. & O. from 7 to 10 cents per 100 lbs.

I. C. supplement 57 to tariff 1537-G, 48 to I. C. C. A-9865, effective Dec. 29, reduces the rates from numerous Illinois points to Peoria and Pekin, Ill., on grain and grain products.

A. T. & S. F. supplement No. 8 to tariff 13408, I. C. C. 9339, effective Dec. 31, makes advances and reductions in the distance tariff rates on wheat and corn and articles taking the same rates.

A. T. & S. F. supplement No. 11 to tariff No. 7481-J, I. C. C. No. 9952, effective Dec. 31, reduces the corn meal rates from Index Nos. from St. Joseph, Mo., to Wolf, Kan., inclusive, to West Memphis and Kizer, Ark.

C. R. I. & P. supplement No. 6 to tariff No. 28405-F, I. C. C. No. C-11358, effective Dec. 12, makes changes in Section 3, geographical list of points in Missouri and Oklahoma to which rates apply, showing group rates applicable.

C. & A. supplement No. 3 to tariff No. 1604-I, I. C. C. No. A-1797, effective Dec. 19, makes the grain and grain products rate from Ashland and Springfield, Ill., on traffic originating beyond, to Chicago, Ill., 10 cents per 100 lbs.

C. R. I. & P. supplement No. 27 to tariff No. 22000-H, No. 24 to Ill. C. C. No. 399, issued Nov. 20, suspends supplement No. 18 to tariff 22000-H, previously scheduled to be effective Nov. 21, until May 21, 1926. Rates provided in the tariff will apply.

I. C. supplement No. 55 to tariff No. 1537-G, supplement No. 47 to I. C. C. No. A-9865, effective Dec. 19, makes certain changes in the application of proportional and reshipping rates on grain, grain products, cotton seed products and seeds, and articles taking the same rates.

C. R. I. & P. supplement 28 to tariff 22000-H, 26 to I. C. C. C-11168, issued Nov. 27, suspends the rates in supplements Nos. 19 and 21 to the same tariff, applicable in connection with Index Nos. 3153 to 3382, inclusive, from Nov. 29 to Dec. 29.

A. T. & S. F. supplement No. 9 to tariff 5588-N, I. C. C. 10056, effective Dec. 31, makes numerous reductions and advances in distance rates covering wheat and corn articles taking the same rates, between points in Kansas and Missouri on the Santa Fe and points in Oklahoma.

C. R. I. & P. supplement No. 7 to tariff 10389-I, I. C. C. C-11361, issued Nov. 27, suspends supplement No. 3 to the same tariff from Nov. 29 to Dec. 29 and makes the rates specified in the tariff and its lawful supplements effective pending restoration, re-issue or cancellation of supplement 3.

C. R. I. & P. supplement No. 23 to tariff 31408-C, I. C. C. C-11066, effective Dec. 12, makes reductions in rates on grain, grain products, seeds and broom corn in Section 3, geographical list of points in Missouri and Oklahoma to and from which rates apply, showing the group rates applicable.

C. R. I. & P. supplement No. 41 to tariff No. 28675-F, No. 40 to I. C. C. No. C-11230, effective Dec. 12, makes advances and reductions in the grain and grain products rates in Section 5½, geographical list of points in Kansas and Missouri to and from which rates apply and the group rates applicable.

I. C. supplement No. 26 to tariff No. 601-J, I. C. C. No. A-10025, effective Dec. 23, advances the wheat rates between stations in Group 6 and certain stations in the Minnesota and Iowa Divisions and reduces certain corn rates between stations in Group 6 and the Dubuque district of the Minnesota Division.

I. C. supplement 27 to tariff 601-J, I. C. C. A-10025, effective Jan. 1, gives rules for the application of proportional rates on grain and grain products from Council Bluffs, Ia., Omaha and South Omaha, Neb., and Sioux City, Ia., as well as numerous re-issues from former supplement giving rates in middle and western territory.

M. P. Joint Circular No. 114-J, Ill. C. C. No. 155, effective Dec. 17, provides that corn rates will apply on oyster, clam and mussel shells, crushed or ground, when in mixed carloads with animal, poultry or pigeon feed, prepared, not condimental or medicated, of which 80% or more in weight is composed of 2 or more of the ingredients listed.

C. R. I. & P. supplement No. 6 to tariff No. 10389-I, I. C. C. No. C-11361, effective Dec. 31, reduces the grain, grain products and seeds rates applied at 3 stations on the A. & E. and all stations in Section 1 on the I. T. system. Rates to and from Blue Grass, Ia., are canceled as the station is abandoned. New routing directions in section 4 are given.

A. T. & S. F. supplement No. 6 to tariff 12437-E, I. C. C. 9357, No. 3 to tariff 5655-A-3, I. C. C. 10139, No. 1 to tariff 5655-A-4, I. C. C. 10204, effective Dec. 1, gives wheat and corn rates from points on an extension of line by the Elkhart & Santa Fe Ry. The new points are Libby, Sturgis, Pritchett, Keyes, Ludlam, Boise City, Harmer, and Felt, Okla.

I. C. supplement No. 25 to tariff No. 601-J, I. C. C. No. A-10025, issued Nov. 19, suspends until Mar. 25, the effective date of rates in supplement No. 23 to I. C. C. No. A-10025, I. C. tariff No. 601-J, on page 6 thereof, all provisions shown in connection with station index Nos. 3163 to 3170, inclusive, previously published to be effective Nov. 25.

C. R. I. & P. tariff No. 19690-L, I. C. C. No. C. 11504, effective Dec. 28, contains local, joint and proportional rates on grain, grain products, seeds and broom corn, in carloads, from stations in Colorado, Kansas, Missouri, Nebraska, New Mexico, and Oklahoma; also Council Bluffs, Ia., to Little Rock, Ark., and stations in Arkansas, Louisiana and Missouri.

I. C. supplement No. 56 to tariff No. 1537-G, No. 55 to Ill. C. C. No. A-748, issued Nov. 20, re-suspends the effective date of rates on grain and grain products and articles taking the same rates as shown in Items 65-D and 68-C, page 3 of supplement No. 46 to I. C. tariff No. 1537-G, supplement No. 45 to Ill. C. C. No. A-748, insofar as creating advances, until May 21, 1926, on Illinois intrastate traffic.

C. R. I. & P. supplement 42 to tariff 28675-F, 41 to I. C. C. C-11230, effective Jan. 11, makes the rates in Southwestern Lines tariff 136, Agt. F. A. Leland's I. C. C. 1781, apply on broom corn in carloads moving from certain stations on the C. R. I. & P. in Oklahoma and Kansas, to Rock Island, Ill., when destined for New York, Philadelphia, Boston, Baltimore, Albany, Buffalo or Pittsburgh or points taking the same rates.

E. B. Boyd supplement No. 50 to Western Trunk Line Circular 1-R, I. C. C. A-1444, Section F. of Rule 566-A, effective Dec. 1, states that actual weights will apply on shipments of malt hulls, barley hulls and other bulky but light weight products when cars are loaded to full capacity. At the present time the minimum weight of 40,000 lbs. is applicable on shipments of grain products, not listed in Section B of Rule 566-A of above named tariff, even though car is loaded to full space capacity but not up to the minimum weight.

C. M. & St. P. supplement 15 to transit tariff 7015-D, I. C. C. B-5073, effective Dec. 15, gives the following rule on minimum weights covering seeds, grain and grain products from transit station: "When the actual weight of an outbound shipment from transit point is less than the established carload minimum weight applicable in connection with the through rate applied, the difference between the actual and the minimum weight will be charged at the local carload rate from transit point to destination, applicable to the lowest rated article in the car, unless representative inbound freight bills are surrendered, in which event, the difference between the actual and the minimum weight will be charged at the balance of the rate from transit point to destination, applicable to the rate governing on the transit commodity actually loaded in the car."

I. C. C. Activities.

Dismissal of docket 15812, Lexington Elevator & Mill Co. v. B. & O. was recommended when the I. C. C. found demurrage charges assessed for detention at Lexington, O., in November and December of 1922, of 10 cars of grain or feed were applicable and reasonable.

Reparation of the difference between 50c and 40c per hundred has been allowed the Hosenvinkle-Sholer Co. for misrouting by the Rock Island of a car of corn from Spirit Lake, Ia., reconsigned at Bloomington, Ill., to Buffalo, N. Y. The higher rate was thru La Salle and the lower thru Peoria.

In I. & S. No. 2465 the Commission found justified the proposed increases in the rates on grain and alfalfa meal from Colorado common points to destinations in Michigan and Wisconsin, except where they would exceed the present rates from Utah common points or the rates to distant destinations in violation of the fourth section, the long and short haul clause.

In I. & S. 2475 the Commission found reductions justified in some rates proposed on grain from Colorado, Wyoming, Kansas, Oklahoma, and Missouri, to destinations in Louisiana, west of the Mississippi river. The reductions from points on the Katy, Rock Island and Frisco were found not justified. The effect of the proposed rates would be to restore the basis in effect from the origin territory prior to Apr. 1, 1922. The reduced rates will be effective Jan. 2.

I. & S. docket 2537 resulted in suspension from Oct. 29 until Feb. 26, the schedules published in supplement No. 19 to C. R. I. & P., I. C. C. No. C-11331. The proposed schedules would widen the territory west of the Missouri river to enable grain dealers to draw larger quantities of grain for transiting and reforwarding to points west of El Paso, Tex., under thru rates from original point to final destination plus out-of-line and back-haul charges. Reductions would be effected.

Allegations that the Missouri Pacific railroad had refused to furnish the proper proportion of cars for grain loading were not sustained in dockets 15919 and 16271, Farmers Union Cooperative Business Ass'n et al. v. M. P. R. R. and Bushton Mill & Elevator Co. v. same, respectively. Complainants contend they should receive 10 cents per bu. for the grain which they could have shipped had the cars been furnished. The record did not show when the cars were ordered or the amount of grain on hand by the shippers at the time of ordering, hence dismissal was ordered.

Supply Trade

The best kind of co-operative advertising is advertising that co-operates with the buyer. —Class.

Chicago, Ill.—In an attractive brochure the Weller Mfg. Co. gives the history of its 1925 baseball team, which closed the season champions of the Northwest Mfrs. League.

Chicago, Ill.—Gibson Oat Crusher Co. has been incorporated with \$10,000 capital to manufacture and deal in oat crushers, corn crackers and kindred products, by G. L. Heck, Jr., T. J. Flanagan and E. D. Green.

Atlanta, Ga.—E. W. McCullough, manager of the department of manufacture of the Chamber of Commerce of the United States, at a convention here said, "We have a habit, after suffering a period of inflation and over-expansion, of squeezing out waste, getting down to bed-rock and, for a time, getting along in a way we wish might always continue, but we have devised no check, safety valve, or other control and in due time we are again in an indiscriminate scramble for more business and with inevitable results, namely: over-production, over-extension, and slump. We have gone to the peak and then slipped to the valley to begin all over again." Mr. McCullough concluded that trade ass'n through the collection and dissemination of business statistics can aid greatly in helping to overcome these extremes in business.

RAILROAD CLAIMS
J. A. A. Geidel
25 Years' Experience
5638 Northumberland Street
Pittsburgh, Pa.

The GRAIN DEALERS JOURNAL.

Grain Trade News.

(Continued from P. 719.)

Slinger (Schleisingerville p. o.), Wis.—I have purchased the Withhauser elvtr. of 12,000 bus. capacity, and will operate as the Slinger Grist Mill.—Albert C. Thiel.

Ellsworth, Wis.—The report that the Equity Exchange Elvtr. would be reopened was in error. The H. O. Junkman Est. is operating the one elvtr. open.—H. O. Junkman Est.

Loyal, Wis.—A lean, 24x30, is being built to the Loyal Elvtr. O. W. Trindal, who recently purchased the house, plans to make it one of the largest and best in that section of the country.

Manitowoc, Wis.—Fire, that to have started from an overheated furnace, destroyed the offices and small elvtr. of the Bartlett-Frazier Co., about 5 a. m., Nov. 30. No grain was kept in the elvtr. The loss will probably exceed \$10,000. It is that the offices, at least, will be rebuilt.

MILWAUKEE LETTER.

The new two-story, brick and tile office building at the Kinnickinnic Elvtr. on the Northwestern Road, operated by the Donahue-Stratton Co., has been completed.

Joseph Mueller, who has been sec'y-treas. of the Buerger Commission Co., for the past six years, is now pres. and treas. of that firm. There will be no change in the firm name for the present.

Arthur J. Virmond, 47, died Nov. 30, following a heart attack. Mr. Virmond was the South American representative for the Glavin Grain Co. until a year ago, when he returned to Milwaukee and shortly after retired from the grain business.

The Badger Grain & Feed Co. has been incorporated for \$20,000, by Hugo Damm, Oscar H. Scheibe, and Julius C. Busch. Mr. Damm has been associated with the Donahue-Stratton Co. for the past 10 years, handling dried grains for that company. The new organization will have offices in the Chamber of Commerce Bldg. and will handle the entire output of Fleischman's dried grains as well as malt and brewers' grains.

Argentina as a Grain Producer.

Reports of crop damage in the Argentine Republic indicate a serious reduction in the world's supply of breadstuffs, as that country is a large producer.

Wheat in that country is seeded in May and June and is harvested in December, the shipments made the following months being relied upon by Europe to eke out its own shrinking stocks.

On account of the small population nearly one-half the annual crop of wheat is available for export, and an even greater percentage of the corn crop is exported annually.

The production for the past ten years has been as follows (in thousands of bus., i.e., 000 omitted):

	Wheat.	Corn.	Oats.	Flaxseed.
1915....	169,166	338,235	49,397	.....
1916....	172,620	161,133	75,280	.....
1917....	80,115	58,839	32,009	4,032
1918....	184,000	170,660	68,635	19,588
1919....	171,591	240,144	33,762	30,775
1920....	214,140	258,686	57,113	42,038
1921....	169,756	230,423	47,606	36,045
1922....	191,012	176,171	30,606	47,577
1923....	195,842	176,105	55,597	58,584
1924....	247,036	276,756	81,457	52,359
1925....	190,330	.....	.....	.....

Getting Weevils Out of Wheat.

Frequently a bin of wheat becomes infested with weevils. When this happens, the miller should try the following method, which worked splendidly for me, making it possible to save more than 1,000 bus. of wheat.

First, disconnect spout or wind trunk from your receiving separator fan and make a temporary one leading to an open flume. Blow wind, dust and chaff into the water.

Second, open screenings discharge doors on side of receiving separator about 1 inch by means of a wedge. This will cause light screenings and all the weevils to go out with the air into the water. The pests won't be scattered all over the mill or elevator in this way.

I suggest for mills where there is no flume that a hole be made in the ground. Fill this partly full of water, run wind trunk to it and it will answer the same purpose.—J. C. Fechser in the *National Miller*.

Dust Explosion Work of Buro of Chemistry.

In his annual report given out Dec. 10 C. A. Browne, chief of the Buro of Chemistry, tells of the progress made during the year in the study and prevention of dust explosions. In part he says:

The research work of the Buro of Chemistry has been practically confined to the dust-explosion hazards in the grain-handling industry, which have caused extensive losses of life and property. It has not been possible to study the dust explosions in industries of all types. Records of approximately 270 dust explosions in plants in the United States and foreign countries have been obtained. In 66 of these explosions 444 lives were lost, and in 83 of them 780 people were injured. The total money loss in 132 explosions approximated \$32,917,000, an average of more than \$250,000 for every explosion. The Buro of Chemistry is conducting special research investigations to determine the causes of these explosions and the circumstances favorable to their origin.

Special studies have been made to determine the practical possibility of installing effective dust-collecting systems for the control of explosive dust created in the handling and storing of grain in terminal grain elevators. This work involved special engineering investigations to determine the points of suction application, type and design of hoods, apparent effect on grain weights, and other factors related to the weight readjustment of existing commercial practices.

Tests were conducted at a number of elevators in the East and Middle West, and many data, to be used in designing dust-collecting systems of this character, have been gathered. A bulletin, now in course of publication, gives the results of these investigations, together with recommendations for the installation of dust-control equipment for grain elevators. The buro's work on this project was done in co-operation with a number of industrial agencies, such as the Terminal Elevator Grain Merchants Ass'n, the National Fire Protection Ass'n, and the Underwriters' Laboratories.

The encouraging laboratory results already obtained by the buro indicated that the dust-explosion hazard during grinding operations can be practically eliminated by the use of inert gases. During the past fiscal year the activities on this project have consisted principally in the development of a large-scale testing unit at the Experimental Farm, at Arlington, which includes grinding, conveying, and elevating equipment similar to that used in operating practices. Carbon dioxide obtained from boiler flue gas, which is to be used as the inert gas, will be introduced into the grinding apparatus under actual operating conditions.

Friction in Machinery Cost Policy Holders \$999,634.

By H. C. LEE OF THE MUTUAL FIRE PREVENTION BUREAU.

Under the heading of "Friction in Machinery" as a cause of mill and elevator fires, we are including all sorts of friction except in bearings and belt slipping on head pulley. These two are covered in a separate class. Under this heading we have such cases as a fan blade striking the side of the case, shafts rubbing on wood, defective clutch, and belt and rope drives rubbing on wood. In reading this list over you probably noticed that they are all simple things. Not only is that true in this list but in every other. It is the simple thing which usually causes the fire. It is the thing which is so familiar that it receives little attention. That being true, it remains a fact that this particular cause has cost just \$366.00 less than a million in the last 16 years.

We have had a number of losses from belt and rope drives rubbing on wood. In a mill in Oklahoma the belt driving the bleacher generator slipped off the generator pulley but continued to run. It rubbed on the belt opening of the bleacher enclosure and set fire to the frame wall.

In a mill in Michigan a piece of metal clad wood studding in the wall between the engine room and the mill was very close to the engine pulley so that when the engine was heavily loaded the belt could not come off but would rub against the stud. At the time of the fire the engine was carrying a heavy load and the belt rubbing against the stud finally caused a fire which did heavy damage.

Another interesting case occurred in an elevator at Truesdale, Iowa. A wood split pulley on the shaft of an electric motor was keyed to the shaft by means of wood bushings. Friction resulted and if the motor and pulley had not been in a fire resistive motor room, the damage would have been considerable.

Many times, due to settling of the building, or shafting getting out of line in some way, wood comes in contact with the shaft. In such cases if the shaft is smooth and going at ordinary speed, the wood is sure to heat. This often happens on an elevator head. The leg settles and brings the head in contact with the shaft. In such cases the wood should be cut away from the shaft. This danger can also be eliminated by chiseling a slight lip on the shaft just where the head may come in contact with it. This cuts out the head, if it ever does come in contact.

Shafts through bins are a source of danger. It has been common practice to protect the shaft by a V shaped cover of wood or by a wood boxing. These protections cannot be built strong enough to withstand the weight of the grain. Consequently they settle and ride on the shaft, introducing the friction hazard as well as throwing the shaft out of line. Wooden protection of any sort around a shaft through a bin is bad practice. The shaft should be protected by a 6-inch iron pipe extending through the side walls of the bin. This pipe should be open at both ends. It is desirable, if possible, to have the pipe supported on the bearings so that if shifting or settling occur, the pipe and shaft will go together.

Only ordinary care is necessary to eliminate many friction fires.

Insurance Notes.

Insurance rates on grain cargoes over the Great Lakes were advanced 1 1/4% on Dec. 5. On Dec. 9 they were advanced to 1 3/4%. Navigation is due to close on Dec. 12.

Electric sparks are used to ignite the dust in its new explosion demonstration apparatus by the Buro of Chemistry of the U. S. Dept. of Agriculture, instead of the open flame. The new apparatus is patterned after the arrangement of terminal grain elevators.

Fire Barrels That Will Not Freeze at 55° Below Zero



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The GRAIN DEALERS JOURNAL

Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{8}$ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (250 pages) \$1.50

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Grain Dealers Journal
309 So. La Salle St. Chicago, Ill.

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Read this letter received from
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Grain Dealers Journal, Woodward, Iowa.
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,
COOK BROTHERS.

Here are the ads referred to

MACHINERY FOR SALE

FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 25c per type line each insertion.

Western Grain Dealers Mutual Fire Insurance Company

DES MOINES, IOWA

J. A. KING, President GEO. A. WELLS, Secretary
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230 East Ohio Street,
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was organized and is maintained by the Mill Mutual Fire Insurance Companies listed below that those insuring with the Mill Mutuals may have the best possible expert service.

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Western Millers' Mutual Fire Insurance Co.,
Kansas City, Mo.

Ohio Millers' Mutual Fire Insurance Co.,
Chicago, Ill.

Michigan Millers' Mutual Fire Insurance Co.,
Lansing, Michigan.

Mill Owners' Mutual Fire Insurance Co.,
Des Moines, Iowa.

The Millers' Mutual Fire Insurance Company,
Harrisburg, Pa.

Texas Millers' Mutual Fire Insurance Company,
Fort Worth, Texas.

Pennsylvania Millers' Mutual Fire Insurance Co.,
Wilkes-Barre, Pa.

Millers' Mutual Fire Insurance Association,
Alton, Ill.

Grain Dealers' National Mutual Fire Insurance Co.,
Indianapolis, Indiana.

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Our Cash Dividend has averaged 50% for 23 years.

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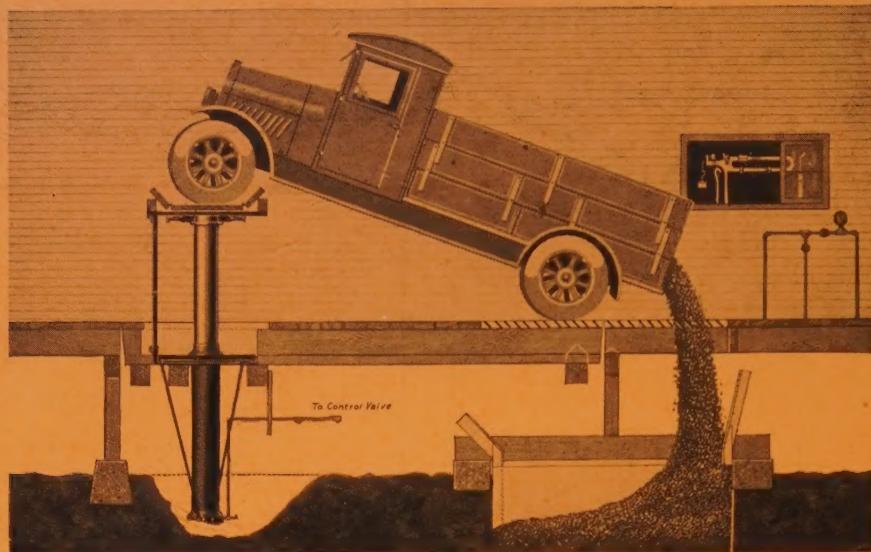
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